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Taking It Easy

Welcome to the **Easyriders 30th Anniversary Extravaganza!** We'll start off this month with a ponderous pondering. Did you know that the majority of people in the world have never made a phone call? (Well, now you do.)

Great Britain is following right along in our sue-happy footsteps. A British prisoner won some money from a suit after taking affront to his **prison haircut**. He sued the snipper on the grounds that the trim made him look like a convict. Hey, if the new do fits...wear it.

Bosses of a publishing firm (no, not ours) are trying to figure out why no one noticed that one of their employees had been sitting dead at his desk for five days before anyone asked if he was feeling OK. He shared an open-plan office with 23 other workers. He died quietly on a Monday, but no one noticed until Saturday morning when an office cleaner asked why he was still working during the weekend. His boss said that **the dead employee** was the first guy in each morning and the last to leave at night and hardly ever said anything. He was apparently always absorbed in his work and kept to himself. (You may want to give your co-workers an occasional nudge.) Maybe we should all try to be a little more human and caring and reinvent a word that everyone has forgotten: compassion.

The Netherlands is No. 3 in the world meat-exporting business. Aware of the country's small land area (half the size of South Carolina), the Agriculture Minister recently endorsed a think tank's proposal to build a six-story **"agropark"** of pig pens, chicken coops, and salmon pools. An Animal Protection Society spokesperson said it was like a concentration camp for animals, but proponents said the facility would be less animal-dense than some farms now. One developer said that if people can live in apartment buildings, so can pigs. (Hey, it beats cutting down the rainforest for grazing land!)

From our "Hannibal the Cannibal" file: Unless you know who's cooked it, be careful of that next casserole you eat. A man in Montana was charged with killing someone and probably using parts of the body in **meat casseroles** he prepared for unsuspecting diners at his home.

This one defies comprehension. A blind man was issued a permit to **carry a gun**, which he said he needed because blind people are vulnerable to robberies.

An off-duty police officer with a master's degree in social work (which helps him on the job in counseling elderly abuse victims) was suspended for punching a 72-year-old man in the face after **a minor traffic accident**. (A lot of good that degree did him.)

In India there's a growing problem of intra-family frauds in which one member will claim a living relative's land or wealth by swearing to the government that the relative is dead. There's a group called the **Association of Dead People** who help citizens figure out just how to prove that they are indeed alive which can be difficult as evidenced by the association's founder who said he remained officially dead even after he ran for office, filed lawsuits and got arrested just to get his name on public records.

Apparently Russia's tax police barge into businesses to audit them while dressed in black masks (resembling SWAT teams). The Russian Orthodox Church felt that they (the police) needed **an image boost** and so named the apostle Matthew as the patron saint of the country's tax police. (Yeah, like that'll help.)

Did you know that in Oklahoma dogs must have a permit signed by the mayor in order to congregate in groups of three or more on **private property**. And in the same state (go look at your map to see exactly where it is) whaling is illegal. And here's one more: In Ohio owners of tigers must notify authorities within one hour if the tiger escapes.

Now here's a tight-knit family with four brothers. The first one (who's 15 years old) faces up to 22 years in prison for viciously stabbing a service station supervisor to death during a robbery; the second one is serving life in prison for beating a neighbor to death with a baseball bat; the third one is being sentenced (possibly to death) for beating a man to death for eating his pizza; and the fourth one is serving a life sentence for his role in **bludgeoning the pizza eater**. Now that's an example of togetherness. Sometimes I think the best thing we could all do for Mother Earth is to wipe ourselves out permanently.

Ican't quite picture this one. A man arrested on drug charges in Texas was hiding 80 \$100 bills (along with two \$50s and money orders totaling \$4,200). OK, here's the capper—he was **hiding them in his ass**. (Some of us must be bigger assholes than others.)

A guy was sentenced to community service (cleaning restrooms and zoo cages) for assaulting women by spraying them with **a mixture of salad oil and urine**. When the judge asked him why, he said, "I just like to see ladies with oil on them." The judge reminded him that the oil had urine in it. The guy said, "It was mostly oil."

Listen up, all you body piercers. Assuming you do it so that you'll be someone to be remembered, here are some ideas for you. A guy complained about getting proper medical care. It seems he wanted more surgery to prevent his already surgically forked tongue from fusing back together and removal of all teeth (to be replaced with **platinum implants**). (He also has 1-inch stretched holes in his earlobes for holding ebony disks.) He said, "I want my tongue split as far back as possible, to the uvula, so I have two separate strands in my mouth." The original surgeon who was a family friend has balked at the requests. The guy said, "I'm not trying to turn myself into anything except someone to remember." Yeah, a dick.

Now here's a convoluted tale for you. A convicted drug dealer claimed before a federal appeals court that he was not guilty by reason of **entrapment**, which he said drug agents committed by not arresting him despite having enough evidence to do so with the result that he therefore felt free to commit more crimes. (What?)

And now, we proudly present our look back at 30 years of **ridin' easy...**

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 336 • JUNE 2001

FEATURES

Snake Eyes 9
Back to Basics with Custom Chrome Inc. and Paul Yaffe Originals

New Deal 19
Bike Builder Mike McCann never gives the customer what he wants!

Hail To The Chopper 46
Denver's Choppers Celebrates 30 Years of Choppers and Ridin' Easy

One in the Chamber 88
Ron Simms of Bay Area Custom Cycles creates a .45-Caliber Special

Desert Heat 133
Rick Bertin's Jim Nasi-Built Special Construction Road Scorchers

Havoc In The Desert 188
Road Testing Pure Steel's new 2001 107 cubic inch Dagger

READERS' RIDES

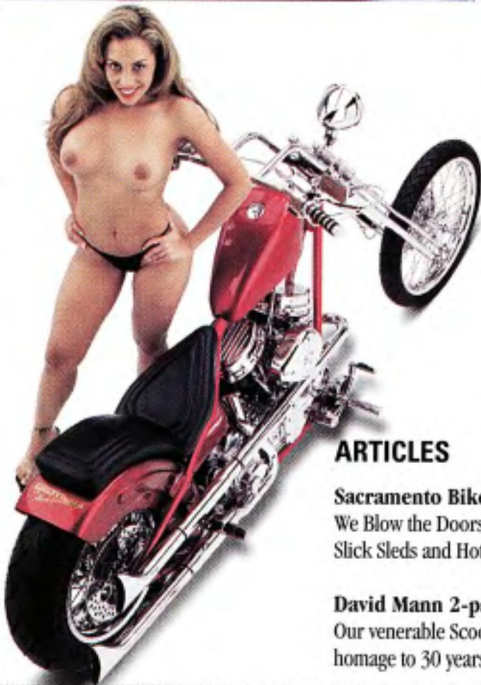
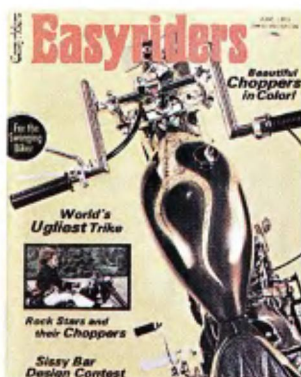
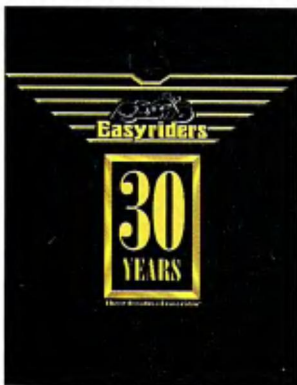
Sean Oakley 183
and his '99 Big Dog Pitbull

Richard Picolli 184
and his '77 Hardtail Chopper

James Brustman 185
and his '99 FXR Wildcat

Ron Novak 186
and his 1990 Springer Softail

PLUS: 60th Daytona Bike Week



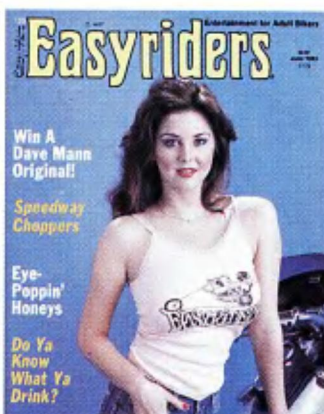
SPECIAL 30TH ANNIVERSARY ISSUE

The 1970's 52
Looking back at how the whole strange trip began.

The 1980's 98
Working here isn't a job...it's an adventure.

The 1990's 140
In many ways, everything Old is New again.

2000 And Beyond 180
Here's to the Wings of Liberty...



DEPARTMENTS

Taking It Easy 3

Wordmonger 6

Parts Box 16

Happenings 24

Easynews 35

Tech Letters 45

Fox Hunt 94

Fox Hunt Winner 133

Bikers Bulletin Board 160

ARTICLES

Sacramento Bike Show 27
We Blow the Doors off Sacramento:
Slick Sleds and Hot Honeys

David Mann 2-pager 92
Our venerable Scooter Artist pays
homage to 30 years of Choppers

Cover: Can you believe it? 30 Years of Ridin' Easy? Special thanks to our Imaging Department, especially Daniel Ferguson, for making this issue possible. Now stop reading this and enjoy the magazine.

The next liver-quiverin' issue goes on sale June 5th, 2001. Printed in the USA.

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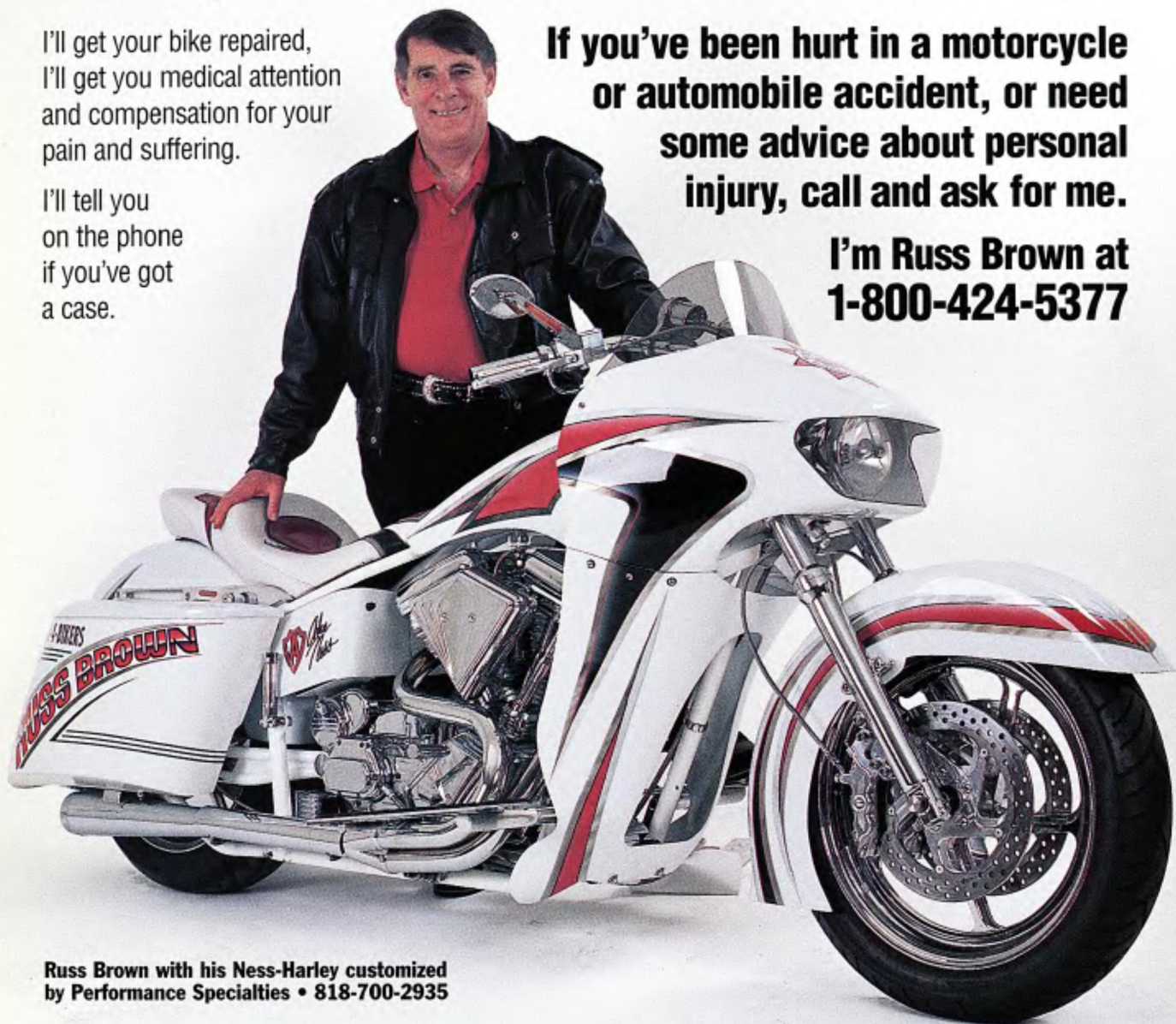
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Photographers: Michael Lichter • Jan Hagglund
Chuck Emery • John Wycoff • Markus Cuff • Michael
Farabaugh • Pam Proctor • Paul Martinez • Aaron Stevenson
Contributors: J.J. Solari • Jeff Moore • Twiggy • Mike Egan
Greg White • Stan & Natalie Miles
Illustrators: David Mann • Dan Hughes

Advertising Phone Number: (818) 889-8740
National Advertising Director: Greg Andes
Account Executives: Tammy Daniel • Lynn Worley
Advertising Sales Assistant: Sara Nordenstrom
Advertising Coordinator: Mandy Dunn
Advertising Production: Savannah Bertram
In-House Advertising: Cathy Gibson, Director
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Circulation: Sanford Meyers, Newsstand Director • Gudrun Carver
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WordMonger

A Bike Show Fan

I just got back from a good time at your Charlotte Bike Show. Your staff should get a lot of credit for all the work they do out on the road. I hope to spend some time with them in Ohio.

I brought my son along for his first bike show. We wanted to check stuff out and have some fun. (I'll have a radical rigid completed in six months.)

We wound up meeting some new brothers and sisters that we're already making plans with. What I hadn't planned on was being called up for my ride "Puss 'n' Boots." Thanks, everyone, I was blown away.

We hit a small show and swap in Richmond on our way home. In the truck Jesse said he really liked hanging out with Branscombe, the band, and all

the guys with Choppers Inc.

While in Richmond I picked up a rigid frame, rear wheel assembly and forks. It was my boy's turn to be shocked when I told him we were starting his graduation bike.

See ya in Columbus.

Jim Gross
Sterling, Va.

Safe Riding Rules

I've been reading your rag since I was knee high to my dad's knucklehead (mostly looking at the pics back then), and since I've been riding, I've been following safe riding rules that you guys keep talking about. You know, boots, long-sleeves, jackets, leather, and of course, pants. I laugh at all the guys I see cruisin' down the road wearing their



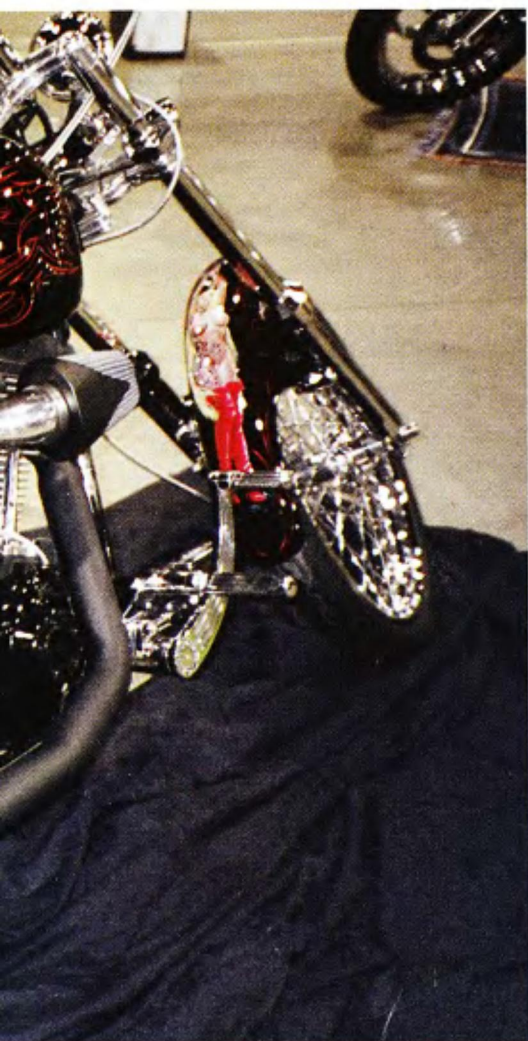
brain buckets so their heads are safe, but forgetting to cover their legs, and some even wearing Jesus shoes without socks.

That's why I was surprised to see a photo of a guy riding his Hog, wearing a helmet, but no pants, only shorts, in your Feb. 2001 issue. In the pic ("The View From Heaven") I could see the whites of his socks scrunched down around his boots. To make matters worse, you paid the guy because you printed his picture, full page no less.

C'mon guys, make up my mind here. Is it safe and okay to ride wearing shorts or not? And if so, then I've got a great before-and-after shot of a street rocket rider who wrecked, wearing a tank top and a bathing suit.

Confused in California
San Marcos, Calif.

PS. — I do have to commend you guys for the cover girl on the Feb. '01 issue. There's just something about a pair of tits that can't be completely contained by a bikini top. That pic even got my wife to check it out.



Well Confused, which is it, you like women in bikinis or you don't? Seriously, we always recommend wearing leathers, gloves, boots etc.

Thanks For A Great Year

Just a few words to say thanks for a great year of reading and viewing. The articles were great to read as always, the girls look good, and the bikes look great too. The articles on the veteran's run to the "Wall" were interesting. I think that's a great factor in your magazine—there's always a flag to be flown somewhere. I believe these articles are important to veterans like me who ride. They show that they care when it's in their artwork on their bikes.

I was also grateful to read in the January issue about Harley-Davidson contributing \$250,000 for the World War II memorial in Washington, D.C. Great work, guys. A letter of thanks will go to their main office in Milwaukee—it was very generous for Harley to make this contribution. (I'm also a small donor, my father was on Iwo Jima.)

Also, thanks for the supplements "Biker Babes" and "Softails."

Anthony Muni
Philadelphia, Pa.

Reply to "A Rant"

The dude who wrote "A Rant" is a whining pussy. This is nothing more than a cop-out on this dude's part. A divorce has nothing to do with it.

Let the bitch have all of it except the three vehicles (F-150, T-Bird, Jeep). Did the dude ever think of using the money he paid down on the Jap crap, selling the T-Bird and Jeep? Barnett's H-D in El Paso, Texas would trade some kind of H-D for the T-Bird and Jeep. Sherm Barnett ain't hoarding all of those H-Ds he's got out there.

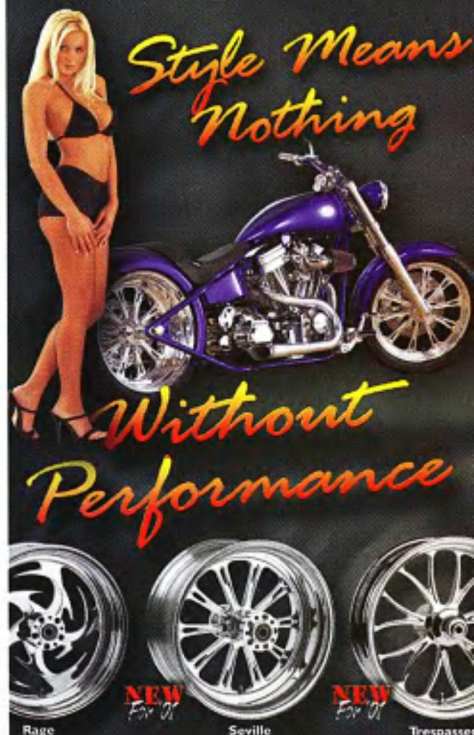
Also, this dude isn't going to the swap meets my sons go to. Hell, I'm in prison and have bought two H-Ds in the past five years—an old shovelhead and a basket case '47 knucklehead. So all I have to say to this dude is quit sniveling, get off your ass, and do what's right. Buy a used Harley if nothing else! There are plenty of aftermarket American manufacturing people out there.

Sundown
Richmond, Texas

Congrats

Raisin pie to all of you degenerates who put out *Easyriders*. Congratulations on 30 Years of great riding shots, bike features and crazy humor. Hope we're all still around in another 30 years.

Big Bill
Thousand Oaks, CA



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Snake Eyes



BACK TO BASICS WITH CUSTOM CHROME AND PAUL YAFFE

Here's the latest old school chopper to roll out of some bro's barn. He's been wrenchin' on it all winter so he could ride it to Sturgis. It sure got a lot of looks. He told us it was downright easy to put together, just about everything on this sled came straight from the Custom Chrome catalog, believe it or not. In fact, the boys from CCI were so taken by this chop job that they even had the scoot on display in front of their booth in Sturgis.

Now everything we just told you is true, but there's an interesting slant to the story. Y'see, the good ol' bike builder who put this together in his barn is none other than world class master bike builder Paul Yaffe from Arizona. "Last year Joe Jr. from Custom Chrome and I were talking and he suggested I build a bike using CCI's RevTech 100-cubic-inch motor and 6-speed transmission," Paul told us. "CCI had just accepted our Yaffe Originals frames for distribution through Custom Chrome so I thought

creating the kind of bike that could be easily built in anyone's garage using CCI's parts straight from the catalog was the way to go."

Paul decided to build a cool chopper and basically ordered everything he needed right from the catalog. He had the parts in no time and started putting it all together. This garage-built bike is meant to inspire you to say, "I could build that!"

For those of you familiar with Paul's work, Mr. Yaffe is known for designing and creating one-of-a-kind, high-end custom bikes that the gods might ride; luxurious cruisers with distinctive style and class and a price tag to match. This particular bike would take Paul back to bike-building basics to reinvent the classic chopper look on an affordable budget. "Even the paint is simple and affordable," Paul says. painter Danny Livingston gave the chop its black suede cloak of urethane and sexy fighter plane nose art.





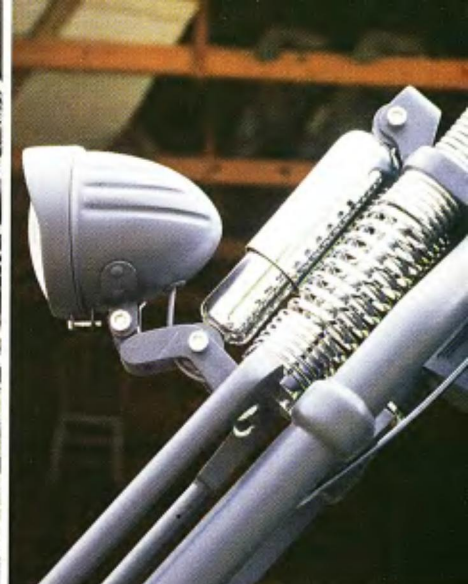


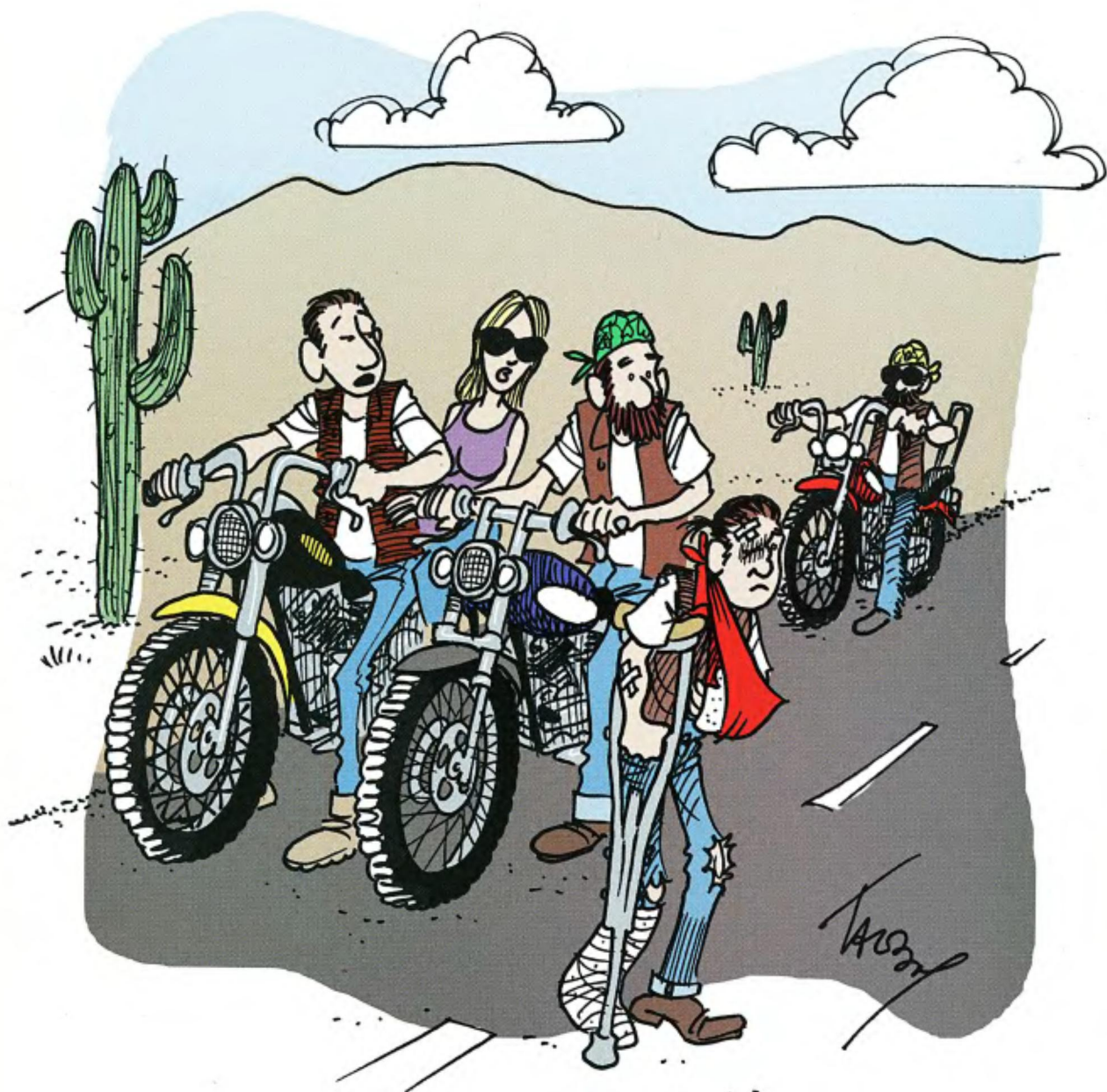
Everything, including the Yaffe "Zoomie" exhaust pipes, got the flat black treatment. The rest of the bike is a bulletproof testament to the quality of CCI parts and accessories.

"This bike is built to let you ride," Paul smiles. "It's simple, straight forward and affordable." Snake Eyes, as the bike is called, can also be seen on the cover of the 2001 Custom Chrome catalog and on a poster by CCI as well. Sure makes ya wanna get out your wrenches and your CCI catalog and start dreamin', don't it? Get started by calling Custom Chrome at: (800) 729-3332.

—Phantom

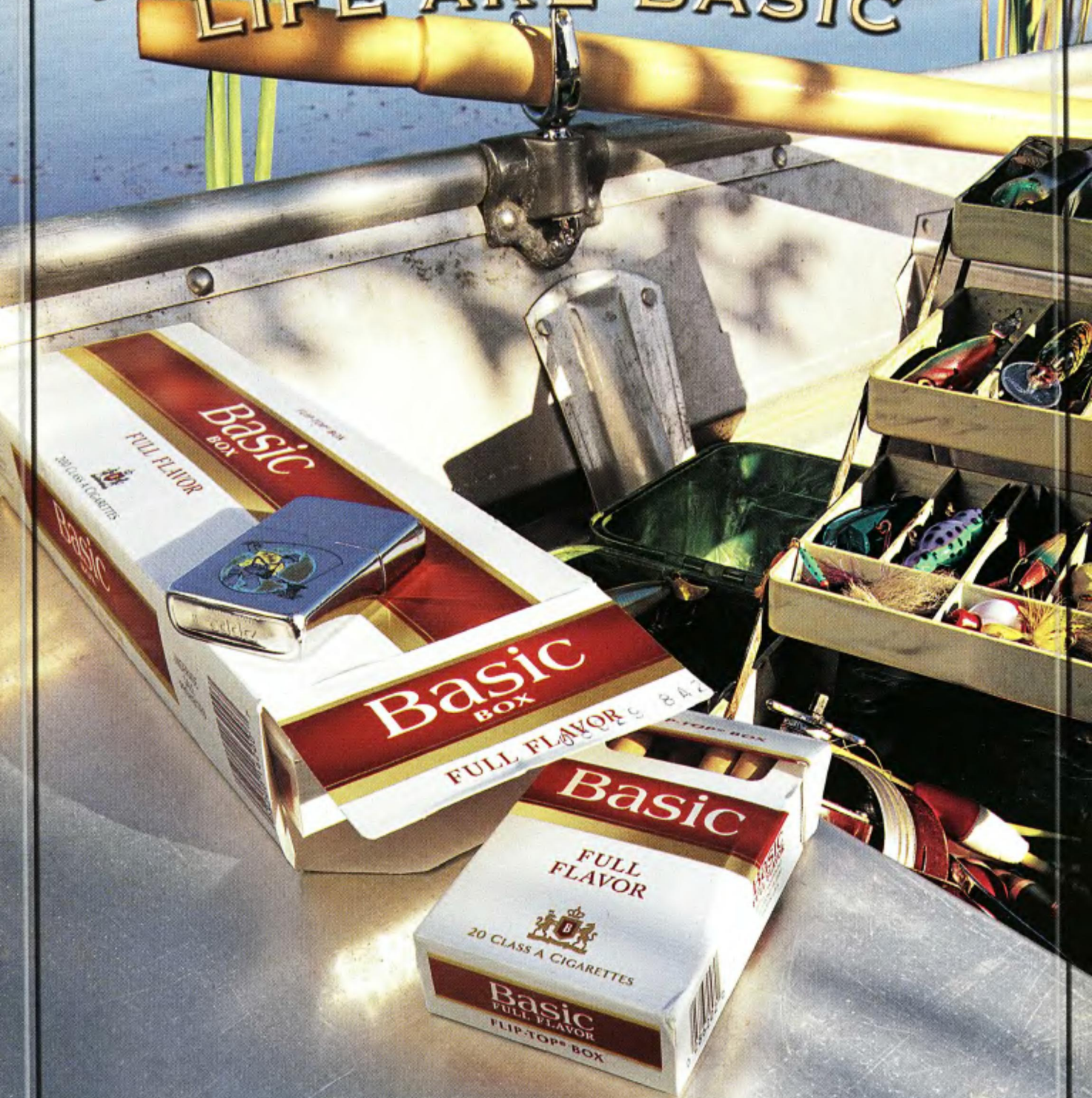






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Little Hard-on

Sometimes a little hard-on goes a long way, cause really, that's all it takes to keep you happy. What I'm talkin' about is the Low Bro Side Stand from White Bros. Positioned on the frame behind the primary (as opposed to under it), this little kicker will give your lowered beauty more cornering clearance and an added customized appearance. All mounting hardware is included. No further comments are needed, other than www.whitebros.com and (714) 692-3403.



Flaming What?

Not to be confused with the Gay Blade, the Flaming Raptor is the newest heat shield from the good folks at Moto-Arts. Each aluminum-cast piece is individually hand-finished and triple plated in chrome, 24 karat gold, or black nickel. These beauties use the hidden bracket system particular to all Moto-Art heat shields and fit any size and style exhaust. They especially like tighter places like drag pipes, and a "mirror-image" is available for left side mount for exhaust on either side. Visit www.motoarts.com or yell at (818) 957-1059.



Sissies on Tour

I swear I'm not doing this on purpose, but here we have Tour Master's nylon sissybar bag. It offers big capacity and features a less-than-leather price. I probably won't have to tell you that this bag comes in LG and XL sizes, as well as with a top-mount Barrelbag and rain cover, while the exterior features rustproof hardware, nylon-trimmed closure flaps, a universal-fit mounting system...hell, I guess I just did. Check out www.tourmaster.com or call (800) 455-2552.



Motorcycle Masters

Luckily, there are no whips and chains involved here, only good viewing and lots of interesting info. Ron Covell interviewed some of the leading bike stylists in the nation and squeezed their knowledge into a 52-minute video for your private perusal. You'll see builders like Bob Thrash, John Buttera, Jim Nasi, Mike Berg, Jesse James, and Paul Yaffe doing what they do best. Well, that, too. But basically, you'll get a tour and a view of things and places that are normally closed to the public. Call Covell at Creative Marketing for more info: (800) 747-4631.

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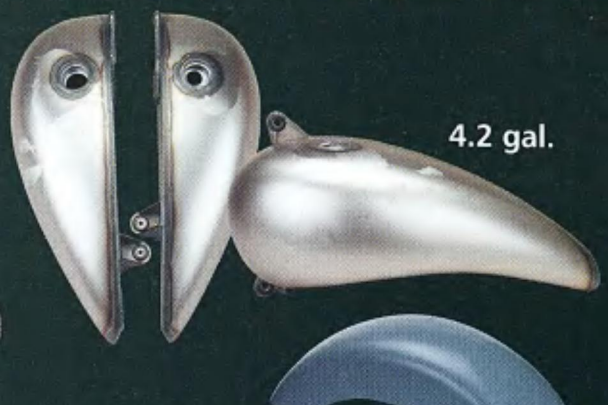
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When it comes to business, Mike McCann definitely listens to a different drummer. Here we have a guy who seems to try every which way to put himself out of business, yet everything he does keeps backfiring on him. If you don't believe me, listen to him tell his clever business strategy: "I don't advertise, I'm not in the yellow pages, and I don't have a business card," he says from his well camouflaged hideaway, a little 1,600-square-foot shop in the boonies just outside of Boston. Yet somehow, after 15 years of basically denying his existence, he stays as busy as a hooker during a preacher's convention.

The New Deal

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How is this possible?

The answer is simple: he just builds one awesome sled after another and rides it until someone sees it and wants to have it. Simply has to have it! Which usually gets him around the corner and down the block once or twice. And in many instances, the bike changes hands before even making it out of his shop, as was the case with this beautiful custom scoot. Well, Mike did end up riding it up to Laconia and back, just to make sure everything worked properly.

"Doug Hakey came in one day to talk about me possibly painting this bike he was considering buying," Mike elaborates, "and in general to get my opinion on it. I told him. Then he looked at what I was building and asked what it was. And I told him that, too. And then he just wanted to buy the bike right there on the spot."

Of course, Mike finished building the scooter, and it hadn't been chromed or painted yet, and he usually has a policy concerning the bikes he builds, if he

doesn't build 'em on consignment. "Unless someone comes to me and asks me to build one from scratch, I usually don't care what the customer wants or doesn't want, I build the bike to my personal satisfaction," Mike laughs. He doesn't mean to sound snobbish, he just knows what he likes, and let's face it, not too many kick-ass scooters look tough with a leopard skin covered seat or a paisley paint job highlighted by a rattlesnake dick on the dash. "It's hard for me to have people dictate what they



want on a certain bike, when I know exactly what I want in that bike."

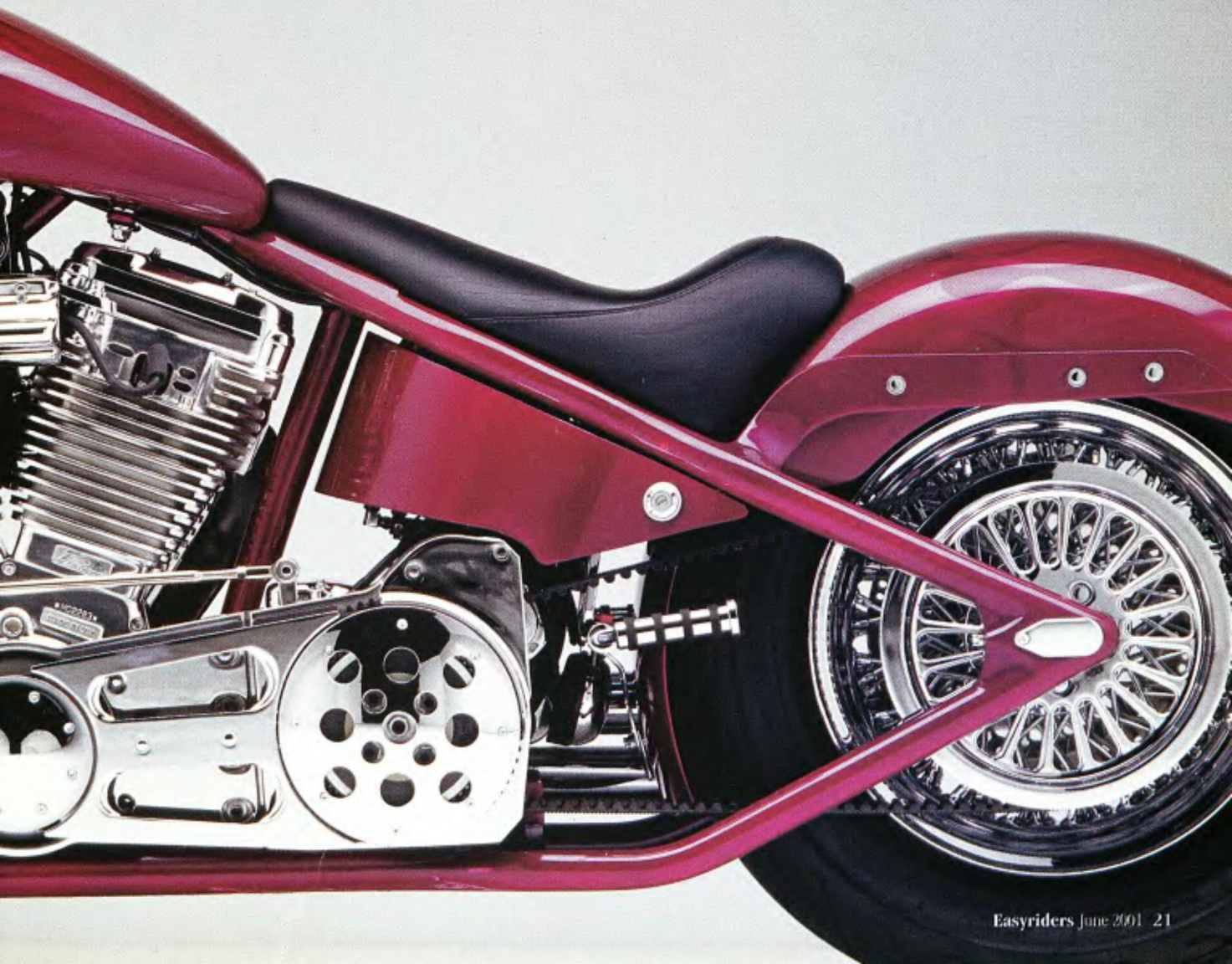
Doug, by the way, fully concurs. "When I saw what Mike was building, I knew this was the bike for me. I asked him for a few changes, but the only ground he eventually conceded was the purple paint job with the ghost flames."

Mike, by the way, usually builds ground-up customs, with the occasional brand-new stock bike makeover thrown in, and although his shop is modest in size, it's certainly well equipped for his

needs. "I can do pretty much anything in there," he says. "I've got a small lathe in there, a welder, some lifts, a sanding booth, and a prep and buffing room. The only thing I farm out are some of the larger items, like a trick motor mount or something like that. I use my friend Mark Rowe (from Rowe Machining) for that, but even that's rare. This is a one-man shop, and I like it that way." He stopped assembling his own motors, though, because "nowadays, good motors have become relatively cheap, but most

everything else comes from Mike's talented hands. And if not, at least he's put his personal touch on it. Just take a close gander at this hunk o' smokin' rubber. I tell ya, if more people tried Mike McCann's approach, the Yellow Pages would be thin as this rag. But just to really fuck with him, I'm gonna give you all his phone number: (978) 458-2545. I hope 50 of you call him up right now and order a ground-up custom. Just be aware, though, he won't let you tell him what you want.

—Tripper





Owner: Doug Hakey
City: West Tisbury, Massachusetts
General
Fabrication: McCann's Customs
Year and make: 2000 McCann Custom
Model: rigid
Assembly: Mike McCann
Time: 4 months
Chroming: Hilton Plating
Engine
Year: 2000
Model: TP Engineering 113
Rebuilder: new
Ignition: Crane HI-4
Displacement: 113 cubic inches
Lower end: TP Engineering
Balancing: TP Eng
Pistons: TP Eng
Cases: TP Eng
Heads: TP Eng
Cam: TP Eng
Lifters: TP Eng
Carb(s): 45mm Mikuni
Air cleaner: Wimmer Machine
Pipes: Hooker/McCann
Transmission
Year and make: 2000 JIMS 6-speed
Modifications: Primo belt drive
Shifting: foot
Painting
Molding: Mike McCann
Painter: Mike McCann
Color: multiple pearls, purple
Type: House of Kolor
Special paint: 3 sets of ghost flames
Frame
Year: 2000
Builder: Rolling Thunder/McCann
Type: rigid
Rake: 38 degrees
Stretch: 1 out, 2 up
Other alterations: closed front of frame to tank
Accessories
Bars: McCann
Risers: McCann
Handlebar controls: JayBrake
Fender(s): Wernimont/McCann
Headlight: H-D
Taillight: Maximum Products
Speedo: Dakota Digital
Front pegs: JayBrake
Rear pegs: JayBrake
Electrics: Centech/McCann
Foot controls: JayBrake
Gas tank: Independent/McCann
Oil tank: Rolling Thunder
Oil system: TP Eng
Seat: Danny Gray
Mirrors: CCI
Grips: JayBrake
Forks
Type: Motorway Engineering
Extension: 2 inches over
Builder: Motorway Eng.
Special features: 41mm tubes
Wheels
Front
Size: 16 inches
Hub: Hallcraft
Rim width: 3.5 inches
Tire: Avon
Brake: JayBrake
Rear
Size: 15 inches
Hub: Hallcraft
Rim width: 7 inches
Tire: Avon 230
Brake: JayBrake
Other special modifications: speedo in handlebars, custom oil tank, rear fender rails, footpegs, and much more. Just look!
Photos: Mike Lichter



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Happenings

ALASKA

ABATE of Alaska
Info: (907) 566-3332

HOG Ride Hot Line
(runs, rallies, etc.)
Info: (907) 566-0999

ARIZONA

Send A Kid To Camp
Date: June 3
Info: (520) 881-9706

2nd Flag Day Party
Place: Cottonwood
Date: June 9
Info: (520) 646-6616

2nd Run w/ Wolf
Place: Springerville
Date: June 15-17
Info: (520) 333-2123

Arizona HOG Rally
Date: June 21-24
Info: (623) 465-2358

ARKANSAS

BikerHeaven.com Rly
Place: KOA, Ft. Smith
Date: June 8-10
Info: (732) 661-1558

CALIFORNIA

Hope Ride for MDA
Place: H-D, Modesto
Date: June 2
Info: (209) 984-4888

C.J.'s Summerfest 2001
Place: Agoura
Date: June 3
Info: (818) 865-9644

24th Redwood Run
Place: Piercy
Date: June 8-10
Info: (707) 247-3424

Rip's B.A.D. Ride
Place: Orange County
Date: June 10
Info: (800) 828-8293

Mickey Jones Run
Place: Irvine
Date: June 24
Info: (714) 593-8978

Bikers 4 Kids Charity
Place: San Diego
Date: June 30
Info: (619) 846-8024

COLORADO

AHDRA Nationals
Place: Denver
Date: June 16-17
Info: (336) 924-2095

Rky Mt Thunder Rly
Place: Pueblo
Date: June 29-July 1
Info: (719) 564-0751

CONNECTICUT

Turkey/Pig Roast
Place: Warren
Date: June 23
Info: (203) 263-7471

DELAWARE

ABATE Poker Run
Place: Kent County
Date: June 10
Info: (302) 731-0455

GEORGIA

Sautee Mt Bash
Place: ABATE Dist 2
Date: June 2-4
Info: (770) 297-1598

IDAHO

12th Spring Opener
Place: Cataldo
Date: June 1-3
Info: (208) 245-2320

Lost Bros and Sisters
Place: Montana Hse
Date: June 10-11
Info: (406) 295-4358

Weiser Biker Rodeo
Place: Weiser
Date: June 23
Info: (208) 855-9424

POW-MIA Poker Run
Date: June 24
Info: (208) 683-3455

Annual Ladies Ride/Run
Place: Plummer
Date: June 30-July 1
Info: (208) 245-2320

ILLINOIS

Corn Belt Shuffle IV
Place: Peoria
Date: June 1-3
shurbear_61610@yahoo.net

Hog Rock River Rally
Place: Cave-In-Rock
Date: June 7-10
Info: (866)HOGROCK

M/C Show & Boogie
Place: Eastern Illinois
Date: June 9
Info: (217) 384-4275

Bike Show
Place: Bryce
Date: June 9
Info: Hubbard Trail
ABATE

Iron Sleds MC Run
Place: Nilwood
Date: June 16
Info: (217) 544-7954

"Noah's Ark" Run
Date: June 16
Info: (630) 554-0570

Bike Show
Place: H-D, Urbana
Date: June 16
Info: (217) 384-4275

ABATE State Party
Place: Altamont
Date: June 22
Info: (800) 87-ABATE

Made in America
Place: Chi. to Calif.
Date: June 23-July 8
Info: (800) CLUBHOG

INDIANA

Spring Break
Place: ABATE Region 0
Date: June 1-3
Info: (219) 456-7218

Mayor's Ride
Place: ABATE Region 0
Date: June 2
Info: (219) 456-7218

Teddy Bear Ride
Place: ABATE Region 11
Date: June 9-10
Info: (317) 784-2469

NE Indiana Bike Pulls
Place: ABATE Region 0
Date: June 15-17
Info: (219) 456-7218

Hog Roast
Place: ABATE Region 3
Date: June 15-17
Info: (765) 985-9093

ABATE Region 6 Picnic
Place: Greene Co.
Date: June 15-17
Info: (317) 422-8040

June Bug Jam
Place: ABATE Region 9
Date: June 22-24
Info: (812) 752-7292

Gonads Go Mad Party
Place: ABATE Reg. 13
Date: June 22-24
Info: (812) 886-6943

Hawg Waller
Place: ABATE Region 1
Date: June 29-July 1
Info: (219) 658-4682

Dam PAC Ride
Place: ABATE Region 8
Date: June 30
Info: (812) 437-4407

IOWA

Harley Nights
Place: Sioux City
Date: June 22-23
Info: PO Box 1384
Sioux City, Iowa 51102

Freedom Rally
Place: Humbolt
Date: June 29-July 1
Info: (641) 858-5001

KENTUCKY

Easyriders M/C Rodeo
Place: Hopkinsville
Date: June 22-24
Info: (800) 962-9857

Double Date
Place: Florence
Date: June 29-July 1
Info: (615) 885-1279

MAINE

Annual Island Run
Place: Trenton
Date: June 2
Info: (207) 266-5171

Poker Run
Place: Lisbon
Date: June 2
Info: (207) 784-4355

AMA Amatr. Hill Climb
Place: Skowhegan
Date: June 3
Info: (207) 784-4355

Roger's Rain Run
Place: Franklin UBM
Date: June 3
Info: (207) 562-9017

Tuesday Night Rodeo
Place: Sanford
Date: June 12
Info: (207) 676-9378

3rd Annual Spring Party
Place: UVMC, TBA
Date: June 16
Info: (207) 532-6942

Bike Rodeo
Place: Sanford
Date: June 19
Info: (207) 676-9378

Bike Show
Place: Newcastle
Date: June 23
Info: (207) 882-7861

Colebrook Run
Place: Portland
Date: June 23
Info: (207) 729-2808

Glen Nelson Run
Place: Caribou
Date: June 24
Info: (207) 896-3492

Bear Moon Run
Place: Franklin UBM
Date: June 24
Info: (207) 562-9017

MARYLAND

Ride Across Maryland
Place: Columbia
Date: June 2-3
Info: (443) 629-8300

ABATE State Party
Place: Cumberland
Date: June 8-10
Info: (800) 843-0252

Multi-Chapter Run
Place: Carroll County
Date: June 24
Info: (410) 876-2778

MASSACHUSETTS
2001 Nat'l HOG Rally
Place: Worcester
Date: May 31-June 2
Info: (800)CLUBHOG

MICHIGAN

Freedom Rally
Place: Lansing
Date: June 6
Info: (248) 684-6576

Evergreen Benefit
Place: ABATE Reg 7
Date: June 8-10
Info: (517) 673-4743

Dad's Day In Hell
Place: Hell
Date: June 17
Info: (734) 481-1452

All Harley Drags
Date: June 23-27
Info: (517) 673-4743

MINNESOTA

Claim to Fame
Place: Geneva
Date: June 8-10
Info: (507) 373-9532

Pow Wow Daze
Place: Franz Park
Date: June 15-16
Info: (507) 831-5504

Minnesota 1000
Place: Minneapolis
Date: June 22-24
Info: (612) 824-6965

State H.O.G. Rally
Place: Mankato
Date: June 29-July 1
Info: (952) 985-3056

NEBRASKA
ABATE Spring Bash
Place: DuBois
Date: June 8-10
Info: (402) 866-2137

NEVADA
J. C. Mem. Run & Swap
Place: Reno
Date: June 23
Info: (775) 355-8810

NEW HAMPSHIRE
Laconia Race Week
Place: Laconia
Date: June 9-17
Info: (603) 366-2000

Annual Bike Bash
Place: Pittsburg
Date: June 23
Info: (603) 538-7171

NEW JERSEY
Brotherhood Run
Place: Springfield
Date: June 16
Info: (973) 376-4913

NEW YORK
Breast Cancer VIII
Place: Long Island
Date: June 3
Info: (718) 263-2224

Flag Day Freedom Rly
Place: Rochester
Date: June 16
Info: (716) 234-0895

Harley Rendezvous
Place: Mariaville
Date: June 22-24
Info: (518) 864-5659

NORTH CAROLINA
June Jam
Place: Salisbury
Date: June 2-3
Info: (704) 455-6245

OHIO
AHDRA Nationals
Place: Norwalk
Date: June 9-10
Info: (336) 924-2095

River Run
Place: Clermont City
Date: June 9
Info: (513) 931-0019

Slow Joe's Bike Show
Place: New Lexington
Date: June 15-17
Info: (740) 342-3885

June Jam
Place: Logan
Date: June 23-24
Info: (800) 25-BIKER

S.W. Ohio River Run
Place: ABATE Reg 5
Date: June 30
Info: (513) 934-3896

OKLAHOMA
ABATE Friends Party
Place: ABATE of COD
Date: June 9
Info: (405) 936-RIDE

Handicapped Kids
Place: El Reno
Date: June 23
Info: (405) 262-5645

OREGON
Roll and Ride
Place: Wash. County
Date: June 16
Info: (503) 357-1727

Angie's Run
Place: Columbia Rvr
Date: June 23
Info: (503) 282-4604

PENNSYLVANIA
God Bless Am XI
Place: Greencastle
Date: June 3
Info: (717) 328-9238

ABATE State Party
Place: Hazen
Date: June 15-17
Info: (717) 234-3777

Thunder in the Valley
Place: Johnstown
Date: June 21-24
Info: (800) 237-8590

Thunder in Cascades
Place: Newcastle
Date: June 29-July 1
Info: (724) 658-5510

SOUTH CAROLINA
ABATE State Party
Place: Eastover
Date: June 14
Info: (888) SC-ABATE

SOUTH DAKOTA
B.A.D. Run & Rodeo
Place: Winner
Date: June 6
Info: (605) 842-3005

Black Hills Reunion
Place: Rapid City
Date: June 15-17
Info: (605) 342-9362

TENNESSEE
Summer Hog Roast
Place: Gallatin
Date: June 2
Info: (615) 907-0304

Scavenger Hunt
Place: Gallatin
Date: June 16
Info: (615) 907-0304

Summer Bash
Place: Memphis
Date: June 22-23
Info: (901) 737-9757

Carroll Rodeo
Place: Huntingdon
Date: June 22-24
Info: (615) 907-0304

TEXAS
Texas Biker Rally
Place: Austin
Date: June 1-3
Info: (972) 866-8363

Chopper Guys Rally
Date: June 15-17
Info: (936) 269-3394

Poker Run and Party
Place: Waxahachie
Date: June 23-24
Info: (972) 732-3434

UTAH
Exhibit In Iron XIII
Place: Salt Lake
Date: June 9-10
Info: (801) 973-0825

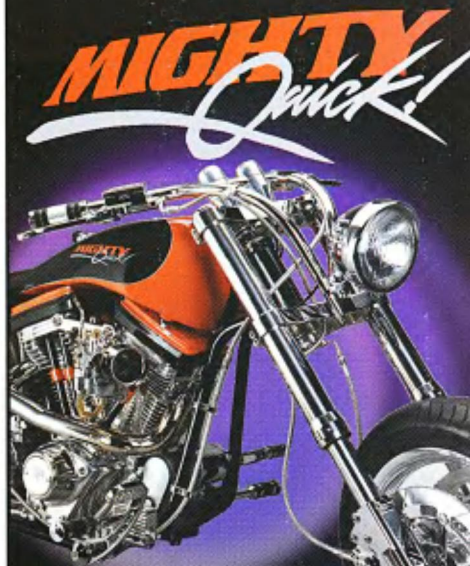
June Jam
Date: June 15-17
Info: (801) 973-0825

VIRGINIA
Bike Fair
Place: Chase City
Date: June 9
Info: (804) 373-3395

H.O.G. Rally 2001
Place: Lynchburg
Date: June 21-23
Info: (540) 337-7569

WASHINGTON
AHDRA Nationals
Place: Seattle
Date: June 30-July 1
Info: (336) 924-2095

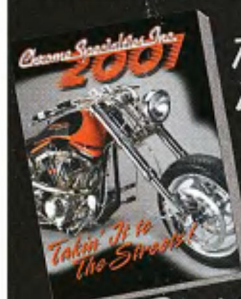
CANADA
Central Ontario Ride for Sight
Place: Collingwood
Fairgrounds,
Date: June 15-17
Info: (416) 360-4200



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May 14-20	Broadway at the Beach
June 1-3	Republic of Texas Biker Rally
June 29-July 1	Rocky Mtn. Motorcycle Rally
August 6-12	Sturgis Rally & Races
Aug. 30-Sept. 2	Four Corners Ironhorse Rally
Sept. 20-23	Street Vibrations
October 18-21	Biketoberfest
November 11	Love Ride



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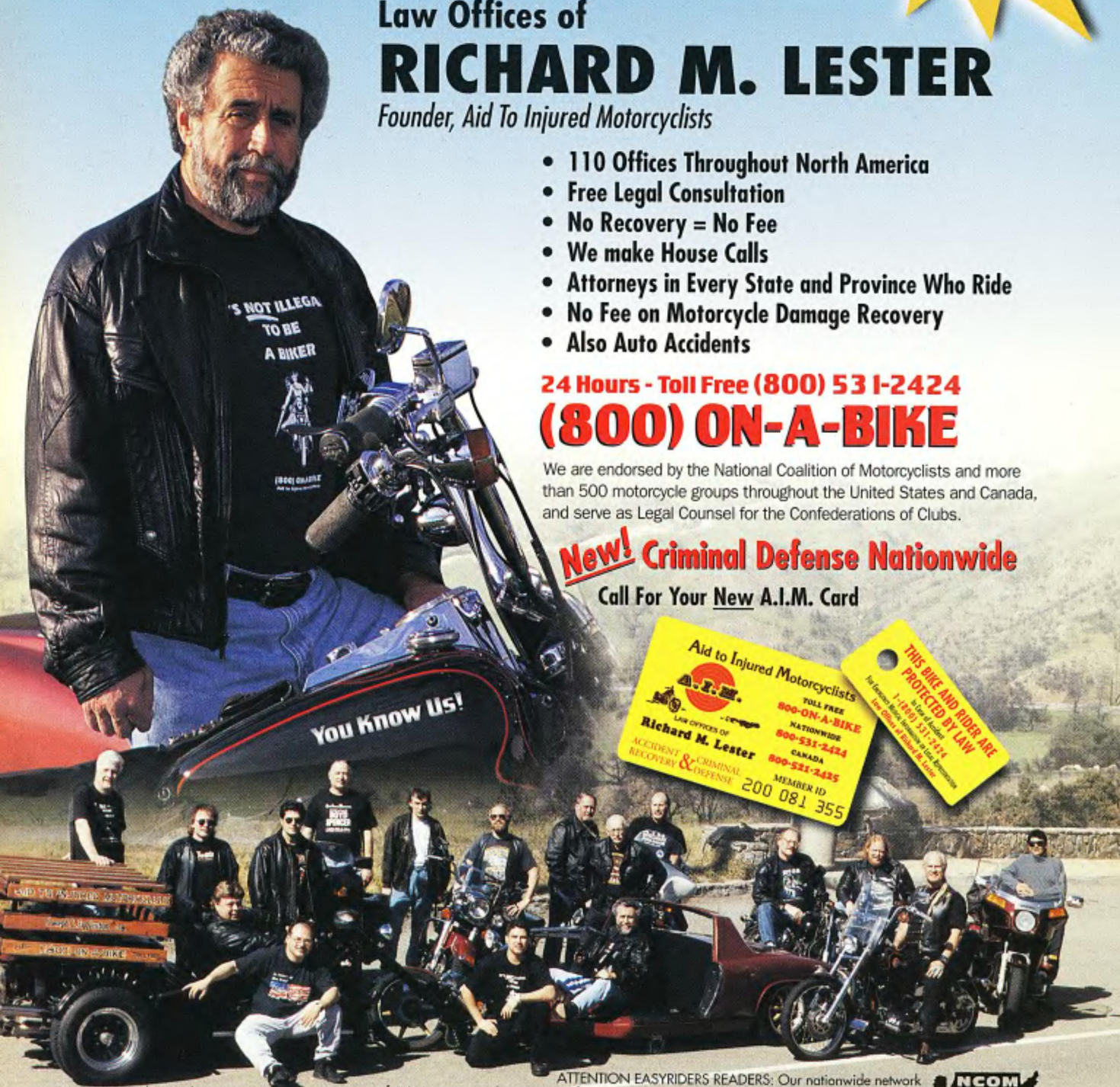
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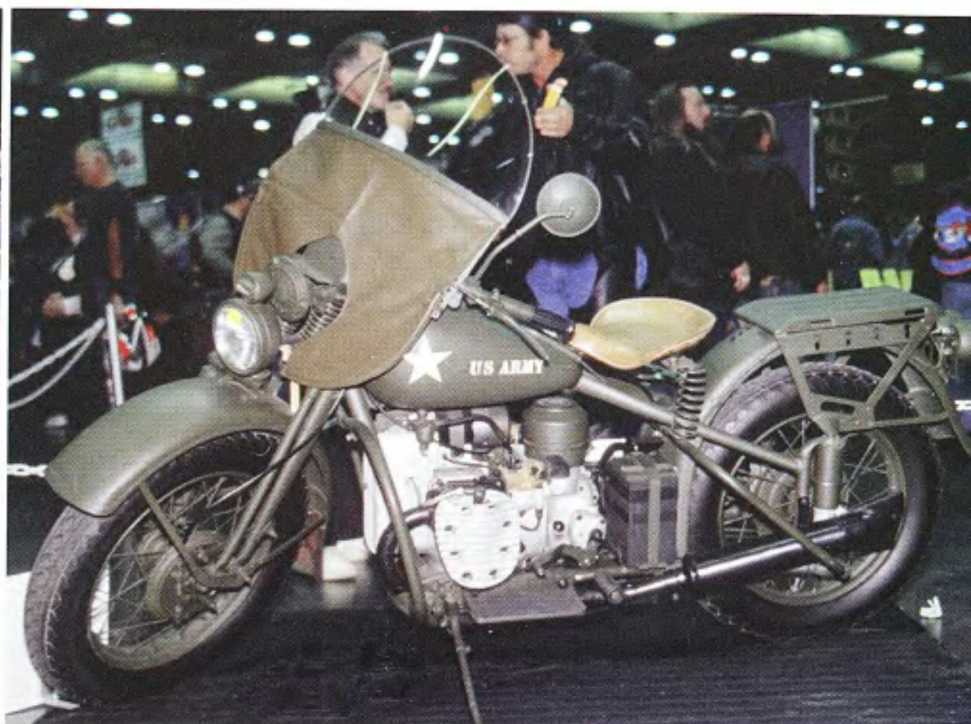
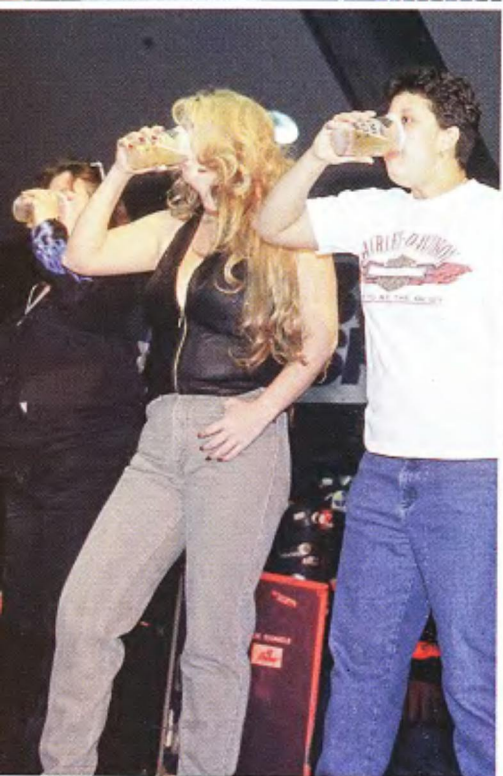
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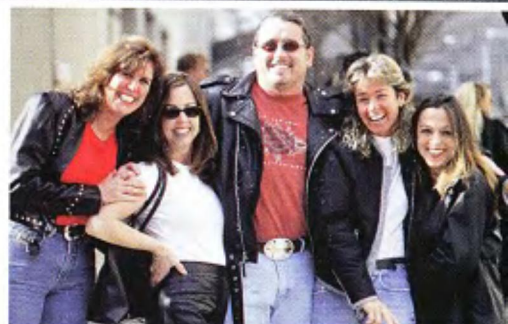


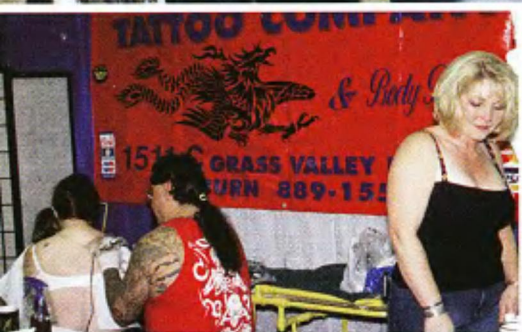
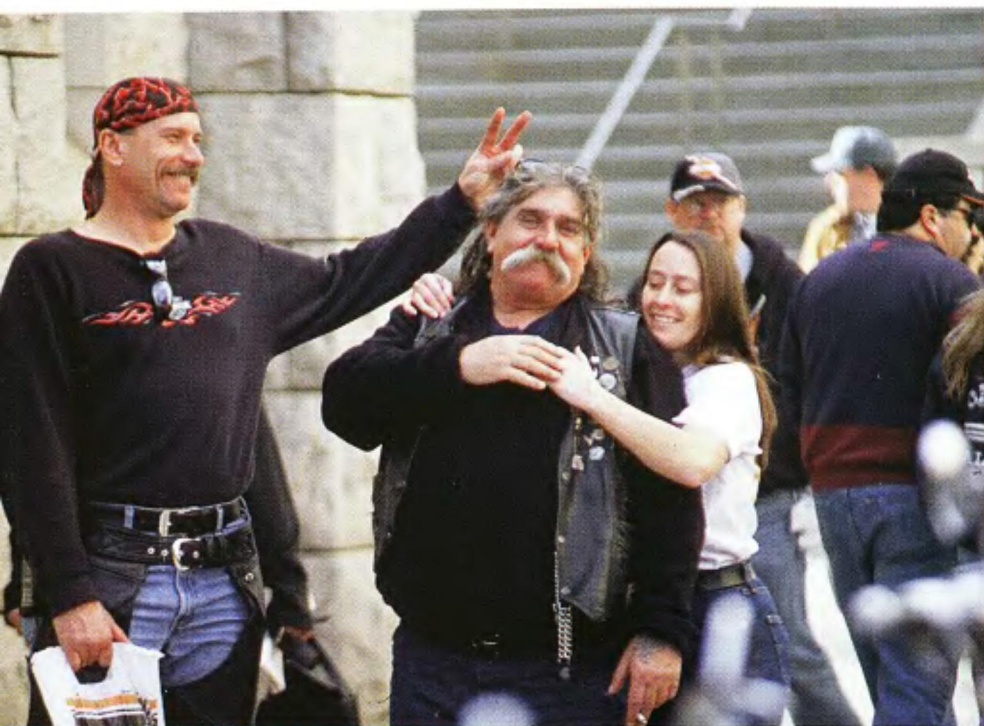
EASYRIDERS BIKE SHOW BLOWS THE DOORS OFF SACRAMENTO **SAC'EM**

Good God Almighty, we tore it up in Sacramento! Thousands and thousands of custom bike lovers showed up at the Sacramento Convention Center.



On January 13, thousands showed for the no-holds-barred two-wheeled extravaganza. The mammoth hall was filled to the brim and way past bustin' with motorized vendors of every description, beer, mind-numbing biker babes, more beer, and a gargantuan galaxy of classy California custom scooters. We partied like the swarthy road pirates we are and took no prisoners.



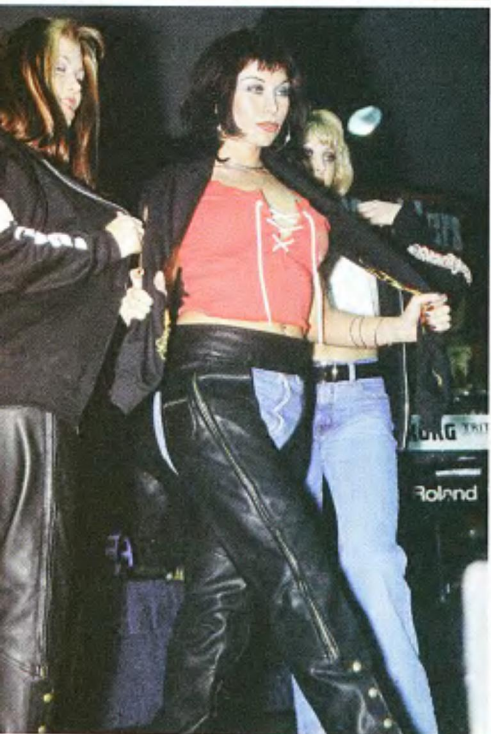


Highlights included Jesse Martinez and his bright yellow python snakey critter slitherin' around on his 1953 rigid panhead and Richard Bunch's brew-haulin' '51 Indian trike in Spectator's Class. Judged Class Best of Show winners included master builders Carl Brouhard, Harold Ponterelli, and Custom Design Studios (check the winner's list for a full run down).





After ogling' antique and restored iron, wild street rides, long bikes, pro-street monsters, dragsters, street cruisers, and more brain-blowin' paint schemes than ever seen by modern man, the packed house roared with approval over the Easyriders Roadware fashion shows, Calendar Girl contest, and the pancreas-fryin' antics and kick-ass tunes brought forth by Branscombe Richmond and his ever-lovin' Renegade Posse band (and the girls in the band ain't too hard on the eyes either).



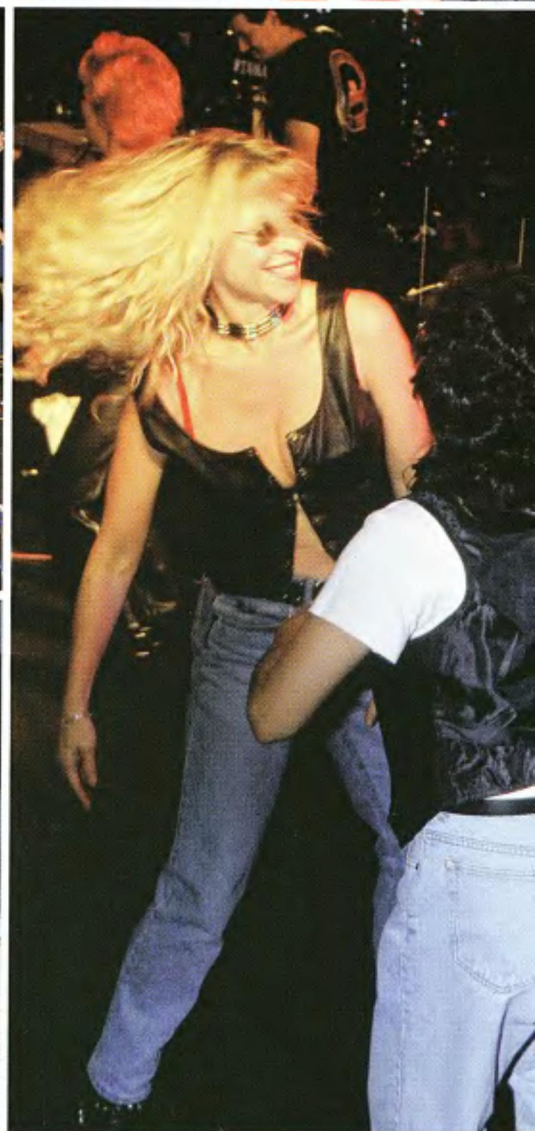
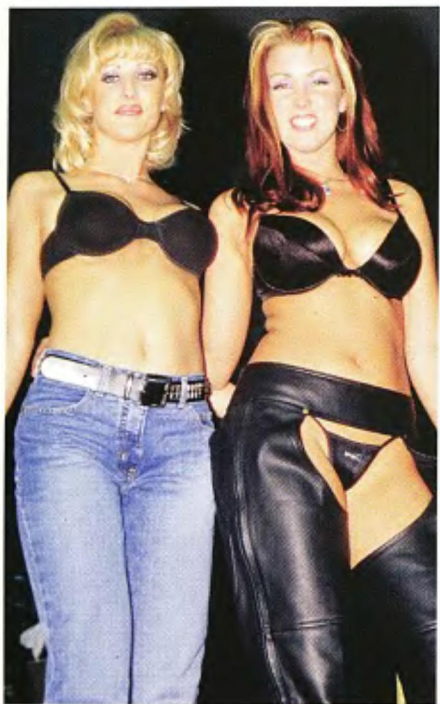


When the smoke cleared late Saturday night a troupe of talented bike builders took to the stage for a hug and kiss from a cuddly *Easyriders* cutie and to receive those trophies and prizes that make all those long nights of grindin', wrenchin', cuttin', paintin', and polishin' worthwhile.

Special thanks to John Green, Kari Roben, Sandy Williams, Joe Amore, Freddie, Bruce, and the gang for puttin' on one hell of a bash!

—Phantom





Sacramento Bike Show Winners

SPECTATOR'S CLASS

Best of Show

- 1st Jesse Martinez, Orange, Calif.
'52 Rigid Panhead
- 2nd Richard Bunch, Saratoga, Calif.
'47 Indian Chief w/sidecar
- 3rd Tom Embry, Roseville, Calif.
'97 Custom Softail

Easyriders (best custom bikes)

- 1st Scott Coppock, Benicia, Calif.
'99 Special Construction
- 2nd Ralph Armstrong,
Carmichael, Calif.
'99 Special Construction
- 3rd Kent Smith, Oakley, Calif.
'01 Special Construction Softail

In The Wind (highway bikes)

- 1st Skip Vargas, San Francisco, Calif.
'92 Heritage Softail
- 2nd Jeff McKillop, Dixon, Calif.
'97 Police Special
- 3rd Wally Sosa, Rohnert Park, Calif.
'79 FLH shovelhead

Quick Throttle (performance bikes)

- 1st Ted Michienzi, Sacramento, Calif.
'93 Fat Boy
- 2nd Keith Drum, Yorba Linda, Calif.
'01 custom chopper
- 3rd Bryan Barret, Rodeo, Calif.
'00 Special Construction

Biker (street customs)

- 1st Jacques Charton, Novato, Calif.
'99 rigid panhead
- 2nd Jim Harris, Alamo, Calif.
'73 FX shovelhead
- 3rd Cliff LaVoy, Daly City, Calif.
'79 rigid shovelhead

VQ (high-end cruisers)

- 1st "Smitty" Chuck Smith,
Cameron Park, Calif.
'00 Special Construction Softail
- 2nd Javier Ramirez,
San Francisco, Calif.
'01 Special Construction
- 3rd Gene Simoni, Antioch, Calif.
'01 rigid chopper

Early Riders (restored bikes)

- 1st Erik Feil, Sacramento, Calif.
'48 panhead w/sidecar
- 2nd Richard Bunch, San Jose, Calif.
'51 Indian trike
- 3rd Jeff Pflueger, Chino, Calif.
'59 FLH

JUDGED CLASS

Best of Show

- 1st Carl Brouhard, Auburn, Calif.
'01 Custom Softail
- 2nd Kevin Young and
Harold Ponterelli, Vacaville, Calif.
'00 Predator
- 3rd Custom Designs Studio, Novato, Calif.
'00 rigid

Best Radical Custom

- 1st American Specialties, Orem, Utah
Predator
- 2nd Kevin Brooks, Mt. Shasta, Calif.
'00 Pro Street
- 3rd Wayne Darling, Paonia, Colo.
'00 Special Construction

Best Street Custom

- 1st Robert Abrew, Hayward, Calif.
'99 Special Construction
- 2nd Shawn Harrington,
Arroyo Grande, Calif.
'99 Jim Nasi Custom
- 3rd Robert Barker, Modesto, Calif.
'00 Special Construction Softail

Best Specialty Custom

- 1st Erick Feil, Sacramento, Colo.
'00 Harman Drag Bike
- 2nd Keith Drum, Yorba Linda, Calif.
Street Racer
- 3rd Richard Bunch, Saratoga, Calif.
'41 H-D XA

Best Sportster

- 1st Ron Cook, Bakersfield, Calif.
'91 Sportster
- 2nd Penny Martin, Kelseyville, Calif.
'90 Sportster
- 3rd Craig Elder, Sacramento, Calif.
'79 Sportster

Best Antique

- 1st Richard Bunch, Saratoga, Calif.
'13 Indian
- 2nd Jerry and Annie Clemmie,
Henderson, Calif.
'42 flathead 45
- 3rd Bryon Harlow, Sacramento, Calif.
'48 flathead 45

Editor's Choice

- Mark Suhr, Milwaukee, Ore
'00 Chopper

Best Display

- Gus Wood, Orem, Utah
(Werewolf Display) '99 Sportster



Photos: Kim Peterson

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Easynews

If it's of interest to bikers, we'll print it.

news worthy

Harley-Davidson Names Jim McCaslin President and Chief Operating Officer of Motor Company

James A. McCaslin, 52, has been named president and chief operating officer of Harley-Davidson Motor Company, Jeffrey L. Bleustein, chairman and chief executive officer of Harley-Davidson, Inc., announced recently. McCaslin will assume the new position on March 1, 2001.

"Harley-Davidson recently celebrated its 15th year of record growth and given our plans for the future it is time to provide additional leadership and focus on operations," noted Bleustein. "I'm confident that Jim is the best choice for chief operating officer as we pursue continued growth." Bleustein, 61, has been chairman and chief executive of Harley-Davidson, Inc. since 1997 and president and COO of the Motor Company since 1993.

McCaslin joined Harley-Davidson Motor Company in 1992 as vice president and general manager, York Operations. He was appointed vice president of continuous improvement in 1997. In 1999, he became vice president of dealer services. *Easyriders* welcomes Mr. McCaslin to the top spot.

—Phantom

industry news

Harley Ratifies Labor Contract

Kudos to both Harley-Davidson and the International Association of Machinists (IAM) of York, Pennsylvania, for ratifying a new labor contract 1 1/2 years prior to the expiration of the existing five-year agreement. This effectively extends the current agreement until February 2007 and creates a six-year agreement between the two parties. Ya gotta love it when both management and labor agree, 'cause everybody wins, especially the Harley-Davidson consumer. Way to go.

—Twiggy

contest winner

Easyriders Contest Winner Makes Tough Decision

How would you spend \$15,000? That's what Dan Duncan of O'Fallon, Missouri, has to decide. Dan's name was recently drawn in the Easyriders 2000 Sweepstakes and he had his choice of one of four Harley-Davidson motorcycles or \$15,000 in cash! Since Dan already owns two Harleys, he chose the cash.

Here we see Dan picking up his oversized check from Easyriders of St. Louis which stocks Harleys as well as Big Dog motorcycles. The store is located one mile east of Highway 270 at 11720 Dorsett Road.

—Phantom



Photo: Easyriders of St. Louis

a big dog

Easyriders of Houston Named Big Dog Dealer of the Year

Big Dog Motorcycles recently named Easyriders of Houston as their top dealer of 2000, leading all 57 Big Dog dealers in total bike sales. Congratulations to the Easyriders Houston team, especially to Bert and Debbie Williams and Lee Hayes. The store will soon be moving to a bigger 14,000-square-foot facility with a grill and expanded sales floor. "We're excited to have Easyriders of Houston on our team and glad they've done so well with Big Dog Motorcycles," said Nick Messer, president of Big Dog Motorcycles.

—Phantom

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special events

Beach Ride 10

Beach Ride 2001 celebrates its 10th anniversary in support of the Exceptional Children's Foundation on Sunday, July 15, 10-5 p.m., at San Buenaventura State Park and Beach in Ventura, Calif. A \$30 minimum donation to ECF benefits one of the country's largest organizations serving children and adults with developmental disabilities. Grand Marshal Larry Hagman will lead the pack to party and rock at the largest summer charity ride west of the Rockies. For info call (800) 696-3727, or visit them at www.beachride.com. —Loudmouth

entertainment news

Montgomery Gentry



Remember these guys? Ever since we featured them in the November '99 issue (#317), these guys have really skyrocketed. Their debut album, *Tattoos And Scars*, went Gold faster than the *Easyriders* Streamliner on the salt and has nearly gone Platinum. They really live our lifestyle—trust me, I know—and have played at the Chip in Sturgis the last two years to crowds that get larger in number every time. Their new album, *Carrying On*, is on sale now and features their smash hit "She Couldn't Change Me."

Currently, Eddie and Troy are the reigning Country Music Association Duo of the Year, knocking off Brooks and Dunn from that title which they had held for eight years straight. Now, I don't want to say it's all thanks to us, however...Eddie and Troy have now teamed up with Ford and Harley-Davidson for something special. Whip your browser over to www.montgomerygentry.com and you can register to win a 2001 Ford/Harley-Davidson F150 truck and a customized 2001 Harley. Ya gotta register by June 30, 2001. The winner will be announced in Sturgis. If you ever get a chance to meet these guys, tell 'em you read all about 'em here...then get ready to party your ass off! —Oil Can

Photos: Montgomery Gentry & H-D



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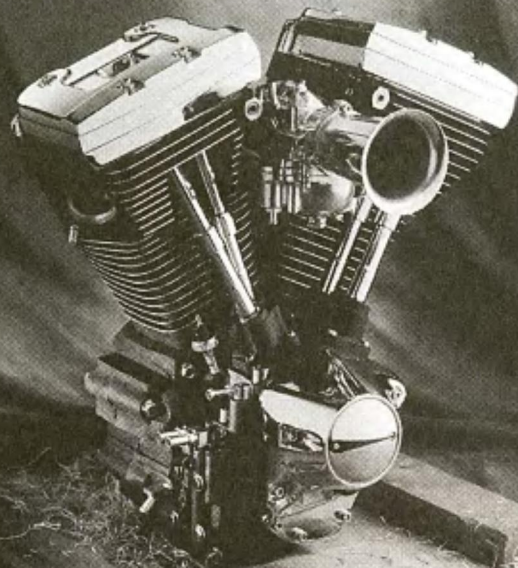
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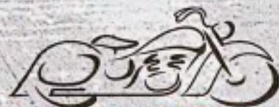
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Kosco H-D, 1149 State Route 23, Kinnelon

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Cape Fear H-D, 3618 Sycamore Dairy Rd.,
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Easyriders Greensboro, 106 College Rd., Greensboro

Ohio

Don's Custom Cycle, 8619 Harrison Pike, Cleves
Easyriders Columbus, 611 E. Broad St., Columbus
Easyriders Cincinnati, 7220 Dixie Hwy., Fairfield
F&S MC Sales, 7220 Dixie Hwy., Dayton

Pennsylvania

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Easyriders Dallas, 9304 Harry Hines Blvd., Dallas

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coast-to-coast

Biker News

EPA SET TO TARGET MOTORCYCLE

EMISSIONS: The Feds are drawing a bead on motorcycles, and will soon tighten emissions standards for street bikes for the first time in over 20 years, and will impose new standards for dirt bikes which are currently unregulated at the federal level. The Environmental Protection Agency has announced intentions to develop regulations for off-road motorcycles, and to consider adopting California's stricter emission standards as a nationwide federal program for street motorcycles.

Also under investigation will be ways to prevent motorcyclists from altering exhaust systems and other performance parts that affect emissions.

The EPA made its intentions known in a November 2000 document called an Advance Notice of Proposed Rule Making, and have set a deadline of September 14, 2001, to finalize the regulations for off-road machines.

With motorcycles representing only 2% of motor vehicle traffic, and with significantly fewer average miles traveled than automobiles, the National Coalition of Motorcyclists believes the EPA could better serve the public's interests by focussing their resources on regulating the real contributors to pollution, and not on further restrictions against a segment of traffic that contributes only a small fraction of the emissions generated by other road users.

Please contact the EPA with your comments at: nranprm@epa.gov, or write them at U.S. Environmental Protection Agency, National Vehicle and Fuels Emission Laboratory, 2000 Traverwood, Ann Arbor, MI 48105. Be sure to refer to Docket A-2000-01, and please send a copy of your correspondence to your U.S. Congressman and Senators.

HELMET LAW REPEAL BILLS INTRODUCED—WHO'S NEXT?

In the five years since bikers from across the country worked together in a united effort to repeal the federal helmet law mandates on November 28, 1995, five states have succeeded in amending their helmet laws to allow adult freedom of choice; Arkansas in 1996, Texas in 1997,

Kentucky in 1998, Louisiana in 1999, and most recently Florida in 2000.

As the 2001 legislative sessions commence across the country, the majority of the remaining 20 helmet law states have already introduced repeal bills in hopes of being the next state to win their right to choose; Georgia, Maryland, Massachusetts, Mississippi, Missouri, Nebraska, Nevada, New Jersey, New York, North Carolina, Pennsylvania and Virginia. California is expected to follow suit soon, while riders in Michigan continue to fight their helmet law through the courts with the help of Aid to Injured Motorcyclists (A.I.M.) attorney Larry Katkowsky, who serves as legal counsel to ABATE of Michigan. In the meantime, the Washington State Legislature will consider a bill that would define exactly what a legal helmet is, in an effort to curb overzealous "beanie helmet" enforcement, and Massachusetts legislators will be debating the merits of a bill to require car drivers to wear helmets too!

CHILD PASSENGERS MAY BE BANNED FROM BIKES:

In a bizarre new trend, three states have now introduced legislation to make it illegal to ride a child on the back of a motorcycle. Hawaii's bill, HB923 would ban children under the age of 12 from riding as a passenger. Maryland's HB739 originally banished kids under 12 from the back of bikes, but has been amended to state that a passenger's feet must rest firmly on passenger footpegs. But most disturbing is Pennsylvania's bill, SB248, which would prohibit passengers under the age of 18, regardless of the fact that persons 16 or older can obtain a permit to operate a motorcycle!

HARLEYVILLE SIGN POPULAR WITH BIKERS:

In Harleyville, South Carolina, the town limits sign has disappeared from the same spot for the fourth time in five years, and town officials think they know who has the signs: Harley-Davidson fans. A motorcycle shop owner says swiping Harleyville signs, which have been spotted as far away as Florida, is a point of pride among some bikers. "I've seen them coming with a beer in one hand and a sign in the other, like I'd give them a brownie point or something," he said.

SPANISH BAN ON MOTORCYCLE TRAILERS GOES ON TRIAL:

The European Commission (EC) has decided to bring Spain before the Court of Justice because it considers that Spain's absolute ban imposed on motorcycles towing trailers is an unjustifiable barrier to the free movement of goods and persons between Member States of the European Union.

The EC, while sharing the Spanish authorities' concern for road safety, which was cited as justification for the ban, considers that road safety can be achieved by measures that are less trade-restrictive. For example, other Member States impose maximum speed limits on motorcycles with trailers or set maximum trailer dimensions or weight limits on the load, which the trailers may carry.

After Denmark, where the trailer ban was lifted in June 1998 thanks to the efforts of the Federation of European Motorcycle Association, Spain is the only country imposing this type of ban. According to FEMA, this causes a lot of problems for many touring motorcyclists with trailers who are traveling between southern countries, all of which allow trailer use.

THOUGHT FOR THE DAY: "Good intentions will always be pleaded for every assumption of authority. It is hardly too strong to say that the Constitution was made to guard the people against the dangers of good intentions. There are men in all ages who mean to govern well, but they mean to govern. They promise to be good masters, but they mean to be masters."

—Noah Webster

—BILL BISH

NATIONAL COALITION OF
MOTORCYCLISTS



Why do tits have nipples?

'Cause otherwise they'd be pointless.

Cowboy

Iowa Park, Texas

Definition of "mistress":

Something between a master and a mattress.

Barz-El

Planet Krypton

What's the name of Dr. Kevorkian's new CD?

"Unplugged".

Mark Glass

Bakersfield, Calif.

washington news

A New Voice

Washington motorcyclists have a new voice in Washington's state capital, Olympia, with the advent of a statewide rider's rights organization led by veterans of the motorcyclist's rights movement. On September 30, 2000, motorcyclists formed the Washington Road Riders Association (WRRRA) to galvanize riders into making an impact on state and federal lawmakers regarding issues of importance to motorcyclists.

WRRRA's goal is to build a strong broad base of riders engaged in the legislative process. The WRRRA intends to be a member-supported organization and anticipates working with all riding groups and organizations in the state, along with national motorcycle organizations, to promote a proactive legislative agenda.

—AMA

legal-ese

More EPA Drivel

An explosion was recently heard in Washington, and its effect could be felt nationwide. Was it a terrorist attack on the U.S. from some extremist group? If you answered "yes," you're correct. The blast was caused by the elite extremist group known as the Environmental Protection Agency (EPA). On November 17, 2000, Administrator Carol Browner, signed an official document declaring that off-road bikes, ATV's and snowmobiles cause air pollution. According to the AMA, these vehicles currently don't even need to meet any federal emissions standards.

Not satisfied, Browner also wants comment on "possible emission reductions" from highway motorcycles as part of her rule making process, including getting facts from California's strict emissions standards for street bikes as a possible model for national standards. Is it just me, or is Ms. Browner sending up major red flags here? The fight for freedom is never over.

—Twiggy

big bike shop

Gimme That Big Inch

The Big Inch Boys of K.C. Creations have teamed with Easyriders to create the Midwest's largest and most versatile bike shop. In January, K.C. moved to a new 10,000-square-foot facility located at I-35 and 75th Street in Kansas City, Kansas. The new K.C. Easyriders Store features Big Dog, Bourget's, and Victory motorcycles as well as their own one-off custom bikes. Check 'em out at www.kc-creations.com or call: (913) 642-3279.

—Phantom



Photo: K.C. Easyriders of Kansas

ABATE Iowa

Lookin' Back

Editors of the ABATE of Iowa newsletter, *The Free Way Flyer*, pulled off a "class act" when they took the January 1985 newsletter cover and used it for the cover of their January 2001 issue. It contained a lot of trivia on what was going on with the MROs back in that era. And believe me, we've all come a long ways since then.

Now, here's some scary trivia for ya: Foreshadowing future escapades at *Easyriders*, believe it or not, our very own "Clean Dean" Shawler was the newsletter editor of *The Free Way Flyer* back in '85. He's now the current editor of *BIKER*, our equally (and don't ask us why) successful sister rag. Now we all know why Iowa is a much safer place to live. It's a small world, isn't it?

—Twiggy

tidbits

Spanning the Biking Globe

On Network TV: The very distinguished newsman and host of ABC TV's *Nightline*, Ted Koppel, came out of the biker closet on Jay Leno's show in February. Ted rode out on stage on a Harley, including a leather jacket, and a beanie helmet. He said he rode 30 years ago, but his wife made him stop when they had kids. Ted says they're all grown now, and he can do what he wants. I like that attitude. The guy really does have a mind of his own and I'll just bet his wife rides right along with him too.

Phoenix: Titan Motorcycle Company of America has filed Chapter 11 Bankruptcy. This will allow them to restructure some of their procedures and capital needs.

Titan is continuing all normal business operations and will continue uninterrupted services to its dealers and customers. In the last few years we've seen much improvement in all the big rides manufactured because of the competition provided by these kinds of companies. The latest word is that Titan may have found new financing.

Europe: This is globalization as I see it folks: For years now, the Federation of European Motorcycle Associations (FEMA) has taken part in the different committees dealing with transport within the United Nations (U.N.). One committee they're involved in has been given the responsibility to set up the construction standards for the "World Bike," and another is establishing a worldwide "Road Safety" strategy.

With the Multi-Directive, the "Euro Bike" standards had been established and FEMA was successfully in the front line to make sure that the bike was one that motorcyclists would enjoy riding. Now, they are working to make sure that the "World Bike" will be free of unnecessary restrictions.

The European process, where Parliament and Member States have to reach an agreement for a proposal to be adopted, is very different from this country. Within the U.N., however, Member States operate independently. This means the results achieved by motorcyclists in Europe will not

necessarily be taken into consideration worldwide. Remember, the U.S., Australia, and Asia all are part of this insane mess.

On the road-safety side, the U.N. strategy for motorcycles includes promotion of leg protectors in the design of the bikes and mandatory fluorescent and reflective clothing. FEMA managed to avoid making these things compulsory in Europe, and now the non-riding people promoting this stuff are back trying to impose their will internationally. In other words, these people want motorcycles restricted into oblivion, period! I'm praying the idea will not work.

There is still a lot of work to be done to preserve the future of motorcycling. We'd better start working together or we will, as my good friend Butch Harbaugh says, go to museums to look at the machines we had so much fun riding.

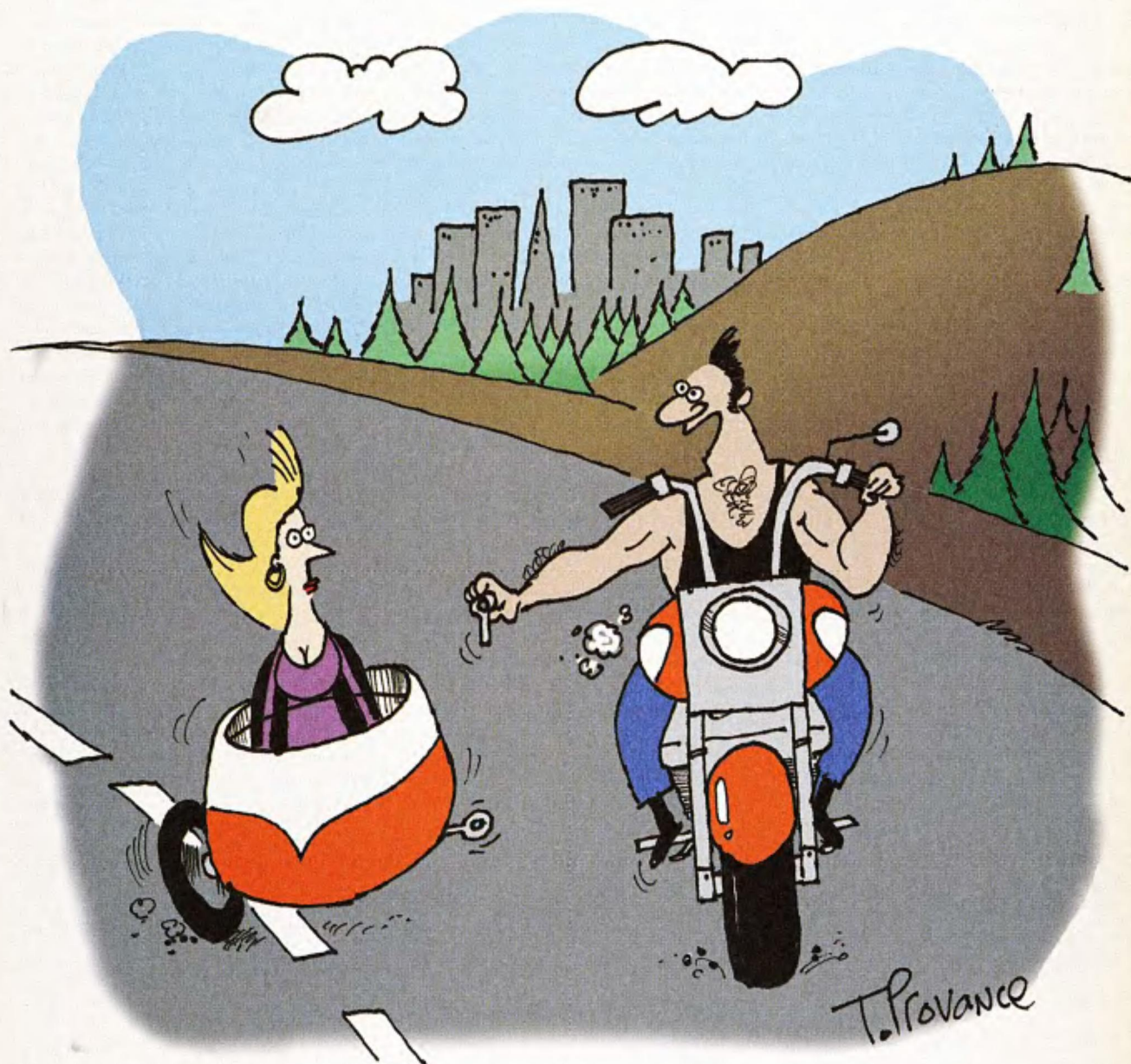
Washington, D.C.: Kawasaki's recalling about 18,000 motorcycles because the rear brakes can fail. The recalled models are 2001 KX series motocross rides with model numbers KX65, KX85, KX100, KX125, KX250 and KX500.

The bikes were sold from May to November of last year. No injuries as a result of the break defect have been reported yet. Kawasaki says "stop" using them "now" and get them to your nearest dealer for the fix. If you've got one of these bikes call your local dealership or Kawasaki at (866) 802-9381.

Bombay, India: Scooters are falling on their faces here. More people are buying the fashionable, upscale motorcycles because the lowly scooter is seen as "dowdy." Big bikes grabbed more than 50% of the overall two-wheeler market there last year, up from less than 10% just a decade ago. Scooter sales fell almost 37% in the past nine months. I don't think I'd invest in a scooter company in India right now.

Tokyo: Japan's second-biggest auto maker, Honda, is planning to expand domestic sales of cheap motorcycles made at its plants in Asia to cash in on the growing demand for cut-price vehicles. They have released a new series of bikes powered by 4-cycle 50cc engines, targeted mainly at the youth market to improve domestic sales of the rides —Gunny, Oregon AIM

Chief of Staff



"I said, I think we should start seeing other people."

stray parts

Feed Your Head

Cop stories: the good, the bad, and the techno-ugly...

From the what-goes-around-comes-around department:

You gotta love this boomerang karma trip, which was kited in as a letter to the editor of the Niagara, New York, ABATE newsletter. Seems this particular ABATE member is also a police officer, and recently after he and his partner clocked off their shift, they changed into their civvies, hopped on their scooters, and decided to grab some grub at a newly opened restaurant down the street. See if the following scene doesn't sound familiar, brothers and sisters: No sooner had the off-duty officers walked through the door, the owner of this choke-and-puke joint got his hemorrhoids in a knot and announced that bikers weren't welcome in his establishment (we chase off the "real" customers). Then he ordered them to leave.

Evidently both of these two-wheeling cops have fuses a helluva lot longer than mine, because instead of graciously giving the restaurateur the opportunity to rectally sample the day's Blue Plate Special, they simply shined the asswipe on and split to a more biker-friendly beanery.

The payoff kismet kicked in a few weeks later, when our duo pulled over a cager on a routine traffic stop and—surprise, surprise!—it was none other than Hemorrhoid Harry himself behind the wheel. After refreshing his memory about their earlier visit to his restaurant, they promptly issued him one

citation for speeding, another for objects dangling from his rearview mirror, and a third bonus ticket for having a loose license plate. Sweet, sweet, sweet. *Bon appétit*, you turdbag.

Which reminds me—there must be some really hungry rats hanging out around the sheriff's office in Chatham County, North Carolina. Get a load of this modern fairy tale. Sheriff's deputies in that county, as part of an undercover sting operation last year, raided a barn and seized 5,000 pounds of marijuana—that's two-and-a-half tons of weed, sports fans. As you might expect, the deputies wasted no time in hosting a gala mediafest blowout, with themselves tap-dancing in center stage and posing for the cameras right next to Devil Weed Mountain, the street value of which they pegged at a stratospheric \$5 million—quite the PR show.

Fast-forward seven months, and guess what? Of the original haul, 3,000 pounds of that whacky tabbacky has just, well, disappeared, as Popeye would say. But wait, Bluto, it gets better—right after the deputies discovered the, *abem*, theft, they trucked the remaining ton to a nearby landfill, and instead of burning it, they say (you ready?) that they decided to bury it.

Unfortunately, that stash too has disappeared . . . and so have the two guys, both aliens, who had been arrested in the raid. Supposedly they were cut loose from felony trafficking charges in order to be dealt with by the Immigration and Naturalization Service—but (mysteriouser and mysteriouser) it now appears the INS has no record of either of them. Call me a conspiracy freak, but I have a sneaking hunch that there's a runaway case of

powdered-doughnut munchies going on right now in Chatham County.

In case you haven't got wind of this yet, you might want to hold your breath the next time Johnny Law shines that big nine-cell flashlight in your face, particularly if you've been sucking down a brew or six at the local pub, because that police-issued gourd-creaser might well be part of the latest hi-tech gadgetry to debut on the enforcement scene: a 15-inch flashlight which, in addition to its obvious function, also houses a tiny electrochemical air sensor that detects alcohol within a distance of 10 inches. You won't even know you're being tested, and you can thank Mothers Against Drunk Driving (MADD) for this latest erosion of your Constitutional right against unreasonable searches. Why? Because MADD is supplying the units to police departments in exchange for—and this is scary—periodic enforcement reports on us, the citizenry. There go our privacy rights as well, is my guess.

I'll close out with an apt observation about a different kind of heat, namely the furnace-oil kind, which as you know was scarcer than hen's teeth last winter. Here's how our bro Sarge explains the shortage:

"There are a lot of folks that can't understand how we ran out of oil here in the USA. Well, here's the answer: it's simple—nobody bothered to check the oil! They didn't know we were getting low. And, of course, the reason for that is geographical. All the oil is in Texas and Oklahoma . . . and all the dipsticks are in Washington, D.C."

'Nuff said.

—Savage

investment news

Two-Wheeled Investor

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SYMBOL	COMPANY	DATE PUBLIC	LAST QUOTE	DATE	52-WEEK HIGH/LOW
BIKR	BIKERS DREAM	1997	0.200	3/08/01	1.750 - 0.05
EZR	EASYRIDERS, INC.	1998	0.190	3/08/01	1.500 - 0.10
HDI	HARLEY-DAVIDSON	1986	43.99	3/08/01	50.620 - 33.80
PII	POLARIS/VICTORY	1996	50.90	3/08/01	51.65 - 27.62
TMOT	TITAN MOTORCYCLES	1998	0.04	3/08/01	2.710 - 0.030

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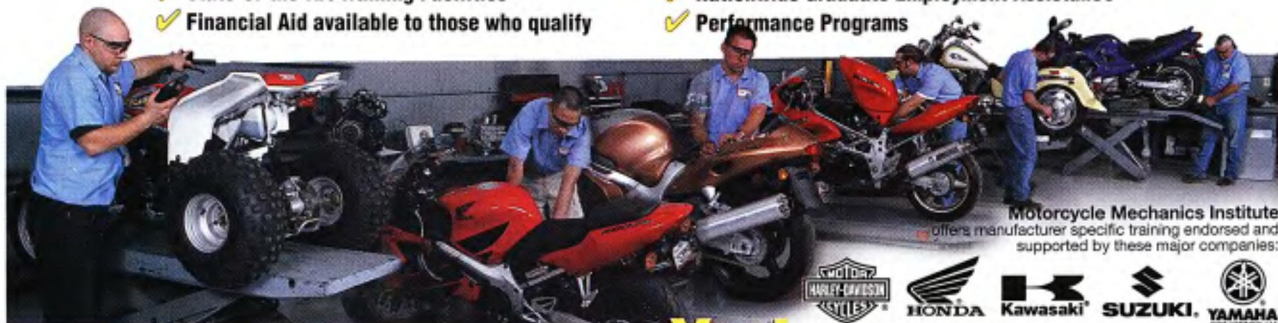
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TalkingTech

SINGLE-FIRE OR DUAL?

Hey, Wrench, does a Harley motor fire both pistons at the same time? Is one on the exhaust stroke and the other on the compression stroke? What is the difference between a single-fire ignition from a dual fire? Also, in some pictures I see of scoots with the new Twin Cam engine, the motor and tranny seem to be bolted together. Do I need glasses or what?

P.R.

Somewhere, Louisiana

Here's the deal: Single fire means that only the cylinder on the compression stroke is fired. Dual fire means that both are fired simultaneously. Dual-fire, (or "batch fire" as it is called in auto racing pertaining to fuel injection) fires the plug every time the piston is at TDC regardless of which stroke it is on. For H-D, this was good enough for production bikes, but many people feel that it is a detriment to performance. I agree in cases where the engine is pumped out for maximum horsepower, since you're looking for every advantage you can get. Making that the first bop-up on a stock bike however, is not the best place to start. Yes, the Twin Cam engine and tranny are bolted together. No glasses required.

BLUE BLAZES

A buddy of mine just put on a new set of drag pipes on his FXR and ended up with a few "burned in" fingerprints on his brand new chrome pipes. I guess his hands weren't clean and whatever oil or grease he had on his fingers was still on the pipe even though he wiped them down. How do you avoid this?

Jim Stearns

Portland, Oregon

Now days there are some damn good polishes out there that will take bluing and other blemishes off of your exhaust pipes. My procedure is to wipe the pipes down with acetone and a clean paper towel (after they're installed). Make sure your mitts are clean first and you should have no problem.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.

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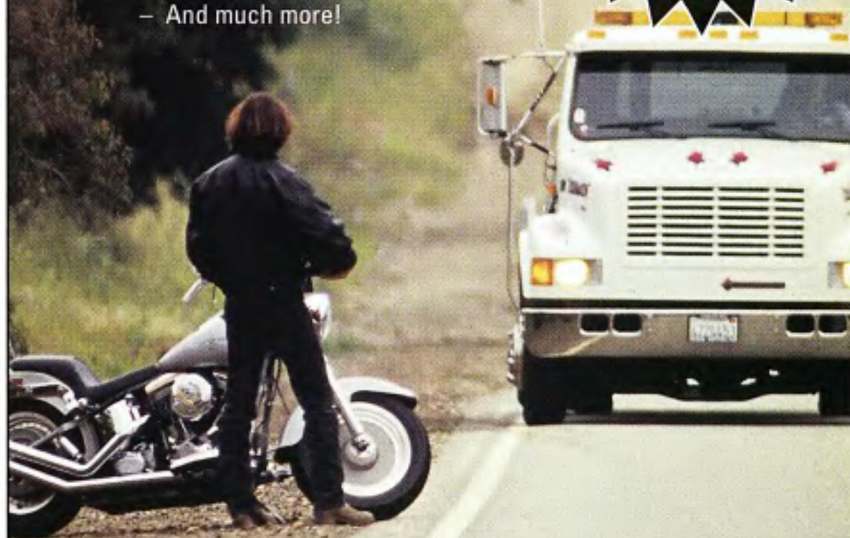
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THE CHOPPER

DENVER'S CHOPPERS CELEBRATES 30 YEARS OF *EASYSRIDERS*



The two sterling rides you see here have 30 years between them. The orange chopper was born from the fire of rebellion and honed by the master of long bikes, Denver Mullins, back in 1970. It was rediscovered last year and returned to pristine glory by Mondo at the resurrected Denver's Choppers in Henderson, Nevada. The red chop job is a dream made flesh; an old school panhead (actually a fresh Panzer motor) in a Denver's rigid frame with a handmade 16-inch over Springer front end. The bike includes today's latest technology. It was conjured from the ether just a few months ago to celebrate 30 years of choppers and

30 years of *Easyriders* magazine.

Together these bikes speak volumes about why we all started riding motorcycles in the first place. These are long, lean machines made to be ridden hard despite their delicate countenance. In short, they scream, "chopper, baby!" As with all stories, this one began with an idea and that idea was to create a chopper that embodies the *Easyriders* image as we break the 30-year mark. Only one builder could do this with us, a man with a passion for the lifestyle and a lifelong dedication to making the best choppers on the planet. Mondo worked with Denver Mullins in the glory days and after Denver's untimely

death, brought the chopper shop back to full brilliance. We decided to show you two very different bikes forged from the same legendary mold. They stand before you as a proud testament to the wonder of bikerdom.

The orange and flamed 1962 panhead is owned by Charlie Baxter of Las Vegas, and this bike is an everyday rider that fires on the first kick. The original '70s Denver's rigid frame has 43 degrees of rake and 4 inches of stretch. The 18-inch-over Denver's springer has classic twisted front legs, upsweep pipes and an old style 18-inch skinny back tire (you watch, they'll be comin' back) and a hand-hewn



sisybar. This bike is the embodiment of *Easyriders* past, standing strong and proud. [Look for a complete bike feature in *BIKER* magazine]

The red ghost-flamed *Easyriders* 30th Anniversary Chopper features a collection of what we believe are some of the best components available today. Beginning with Denver's classic 43-degree rake and 3 1/2-inch-stretch rigid frame with a hidden oil tank in the rear fender, and a 16-inch-over springer, the bike was fitted with a gleaming 106-cubic-inch Panzer powertrain by Accurate Engineering, Baker 6-speed transmission and Primo Brute IV belt drive. This mix of classic and

high tech continues with an ART hydraulic clutch and the latest brakes and controls by Performance Machine. A one-off headlight was made by Joel Felty of Headwinds, Gary at Pure Choice hand-made the solid oil and brake lines, and Denny Bloom of Kreative Kolors created the glorious *Easyriders* 30th paint scheme.

The final product is far more than the sum of its parts, striking a silhouette that conjures images of riding past, present and future. Here is a chopper truly worthy to represent *Easyriders* magazine as we celebrate 30 years of ridin' easy with you.

A very limited number of these 30th

Anniversary bikes will be built by Denver's Choppers this year. For more info call Mondo at (702) 450-0169.

—Phantom

Special thanks to Donnie Hakes and Ray Wininsky of Panzer; Bert Baker of Baker Products, John Ventriglia of Primo Belt Drives, Joel Felty of Headwinds, Gary at Pure Choice, Ted and Perry Sands of Performance Machine, Custom Chrome, ART, Metzeler Tire, Denny Bloom of Kreative Kolors, the lucious Carla for doing a fine job posing for us, and most of all to Mondo, Van, Lisa and Charlie at Denver's Choppers for believing in the dream and making it come true.





Owner: Denver's Choppers
 City: Henderson, Nevada
General
 Fabrication: Mondo and Van
 Year and make: 2001 Denver's
 Model: Easyriders 30th Anniversary
 Assembly: Mondo and Van
 Time: 4 months
 Chroming: APS
Engine
 Year and make: 2000 Panzer
 Model: NeoPan
 Rebuilder: Accurate Engineering
 Ignition: Mallory
 Displacement: 106 cubic inches
 Lower end: S&S
 Balancing: Accurate Engineering
 Pistons: 11-to-1 compression
 Cases: S&S
 Heads: Accurate Engineering
 Cam: Crane
 Lifters: Crane
 Carb: S&S E
 Air cleaner: S&S
 Pipes: Denver's custom made
Transmission
 Year and make: 2001 Baker 6-speed
 Shifting: foot
 Engine sprocket: Primo
 Trans sprocket: Brute IV
Painting
 Molding: Kreative Kolors
 Painter: Denny Bloom
 Color: candy red
 Type: House of Kolor
 Special paint: ghost flames
Frame
 Year: 2001
 Builder: Denver's
 Type: Untamed Rigid
 Rake: 43 degrees
 Stretch: 3 1/2 inches
Accessories
 Bars: adjustable Denver's
 Risers: pullback
 Handlebar controls: Performance Machine
 Fenders: Denver's oil tank in rear
 Headlight: Headwinds
 Taillight: Custom Chrome
 Front pegs: Denver's with integrated turn signals
 Rear pegs: PM
 Electrics: Denver's
 Foot controls: PM
 Gas tank: Denver's flat bottom
 Oil tank: in rear fender-Denver's
 Oil system: S&S
 Primary cover: Primo and Denver's
 Seat: Denver's
 Mirrors: Pro-One
 Grips: Arlen Ness
Forks
 Make and type: Denver's springer
 Extension: 16 inches over
 Builder: Mondo
 Special features: adjustable handlebars
Wheels
Front
 Type: Denver's
 Size: 21-inch
 Hub: Denver's
 Rim width: 2.5 inches
 Tire: Dunlop
 Brake: PM
Rear
 Type: Black Bike
 Size: 18-inch
 Hub: Black Bike
 Rim width: 5.5 inches
 Tire: Dunlop 180
 Brake: PM
 Photos: John Wycoff

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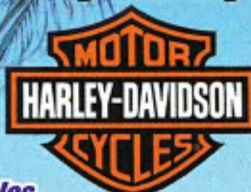
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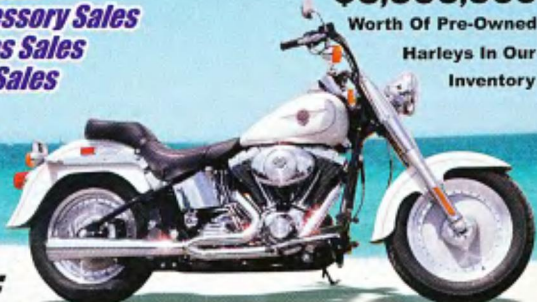
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their Choppers**

**Sissy Bar
Design Contest**



How The Whole Trip Began

A little over 30 years ago, a couple of friends (or *paisanos*) moved from the frozen tundra of Minnesota to sunny southern California to seek their fortunes. Joe Teresi and Mil Blair started one of the first aftermarket parts houses for custom choppers. This led to the idea of creating a motorcycle lifestyle magazine. A third *paisano*, Lou Kimzey, came onboard to help create a true "biker magazine." Lou had been riding chopped scoots since they were called "bobbers," and had been the editor of drag racing and men's magazines such as *Drag Racing*, *Drag Strip*, and *Big Bike*.

The two-wheeled trio wanted this new magazine to be completely different than any bike magazine on the planet and succeeded with the irreverent, madcap format that became *Easyriders* magazine.

In the early '70s, Joe Teresi had already logged over 100,000 miles on choppers and was known as a custom bike builder in his own right. Joe had been the technical editor on *Big Bike* and along with bike builder and parts fabricator

Mil Blair, designed many aftermarket parts for people who wanted to build choppers of their own. Mil was also into cameras and acted as *Easyriders*' first photo editor. Other early staff members included Don Pfeil, Frank Harding and Louis Bosque, along with assorted office cats and dogs.

In June of 1971, *Easyriders* magazine was unleashed on an unsuspecting public. The magazine was a microcosm of the hippy and biker lifestyle, focusing and defining the passion of all things two-wheeled. The first issue didn't offer a biker chick on the cover, just a wild chop job. Soon, the boys realized that sex sells and made sure there was always a pretty girl seen with the motorcycle. *Easyriders* had a definite tweaked point of view, from the wonky "Takin' It Easy" column of bizarre news stories, to mind-bending art direction and quirky cartoons. The first issue jumped off the shelves and we haven't looked back since.

The success of *Easyriders* has been the success of the American Biker: independent, fiercely loyal, and proud.

—Dave Nichols



Easyriders



**30
YEARS**

Three decades of easy

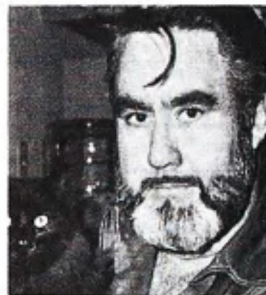
Easyriders' easy riders

By Spider

Holding the dubious distinction of having a chopper ripped off within four hours after buying it, Lou Kimzey has been riding choppers off and on since the days before choppers became a national thing—when Angel-type clubs were known as the "Winos," "13 Rebels," "Galloping Gooses," and "Deuces Wild."

Most of his editing background has been in the drag racing field. (He created and published *Drag Racing and Drag Strip* magazines.) However, he is an alumnus of *Big Bike* magazine, which he created, and on which he served as editorial director.

As editor of *Easyriders*, he wanted to produce a magazine that was entirely different in editorial concept and format from any other bike or chopper magazine.



The entire staff, working on the premise that it isn't only the "dirty fingernail types" (as one New York ad agency referred to bike riders) who ride choppers, feel that we have created a superior magazine, one that is different—different in too many ways to cite here.



A name that most chopper enthusiasts will know is Don Pfeil, who up until recently was editor of *Big Bike* magazine.

Don has joined our staff as editor-at-large. (Which means without restraint or confinement.)

His primary job will be to report on the fun side of owning a chopper—be it a beer-run with the one-percenters, or explaining the chopper's phallic appeal to women, he will always be where it all hangs out.

He will report from Japan, Detroit, Chicago, or wherever there are righteous choppers, or happenings. It is our intention that this magazine be an international magazine.

Don knows choppers. Aside from developing the first chopper magazine into a best seller, he is active to a fault—always screwing around with his scooter, or off somewhere balling on it. But he's gotta eat, so we know we will hear from him—even if he's in the middle of a five-day orpy in the mountains.

—Write *Easyriders*
Box 2086, Seal Beach,
California 90740

The chopper pro on our staff is Joe Teresi. A designer and builder of choppers and chopper products; he has over fifteen years and (he guestimates) 100,000 chopper miles behind him.

He has built and raced an 86" Harley fueler and a record-holding Buick-powered drag bike. He is presently building himself a 1970 shovelhead chopper (with a 100" engine) and plans to have it ready for the first big run of the year.

Joe jams all of his bikes—with the attitude that if you can't beat the hell out of 'em—really get it on—then throw 'em away.

He rode a chopper from Minneapolis to California eleven years ago, along with Mighty Mil (who is mentioned in next column). Until recently he was Technical Editor of *Big Bike*. His job with *Easyriders* is that of Managing Editor—which means he will be responsible for keeping an eye on Pfeil, and seeing to it that other staff members don't let Ripple, or whatever, cause us to call a can a knucklehead, or make similar dumb technical mistakes. If you find any, send your nasty letters to him.



Mighty Mil has pretty much the same chopper background as Joe. He builds and designs choppers, has raced drag bikes, and owns a panhead, but in addition to all that he is also a camera freak (he's a freak with the broads too, but that's another story), and as such, is *Easyriders'* photo editor.

Not happy with the dark, out-of-focus, poor quality and unimaginative photos that usually appear in other bike magazines, Mil decided to change all of that—this magazine is evidence that he succeeded.

A swinger (like Pfeil), he has a water bed (when asked if it's good, he just gets a spaced-out look on his face and says, "Y-e-a-a-h").

He really digs hip clothes, has long hair, and aside from women (8 to 80), his favorite pastime is metal sculpting.

In addition to improved photographic quality, you can expect some really hip, creative photography as well.

Between Mil and Pfeil, you may be surprised at what you'll find in this rag. The only problem is, we are not sure if we should let Pfeil and Mil out on assignment at the same time—they do get wasted at times.

No greater love: A leader of the Hell's Angels, explaining why he had creased a dude's head, expressed his feelings about his scooter with, "Ain't nobody gonna kick my motorcycle. . . .you love that thing better than you love anything in the world."

Stranger than fiction department: While police in Helena, Montana were removing 33 illegal slot machines from a joint, a woman rushed up and played a quarter machine. Police Chief Jack Williams advised her to split.

Speaking of busts: If you have a choice of getting hit with a pitched rock about the weight of a baseball or a policeman's nightstick—choose the man's stick. According to someone who had nothing better to do than to figure it out—a rock sailing at 95 feet per second will strike with about 900 pounds of force, while the gourd crusher wielded by a muscle bound cop will hit with a piddly force of 600 pounds. Aren't you glad cops don't carry rocks?

Hard sell: Anyone notice the advertisement for a cheap "Angel" type biker movie that blared, "Hunting down their prey with a quarter-ton of hot steel between their legs."?

GRAFFITI

Reality is all right for kicks, but don't get hooked on it.

Ronnie Reagan rides a Jawa with training wheels.

My mother made me a homosexual.
(Underneath)

If I sent her the material would she make me one, too?

Candy is dandy, but sex won't rot your teeth.

Vice is nice—but incest is best.



Mary had a little watch,
she swallowed it one day.
And now she's taking laxatives,
to pass the time away.
The laxative, it wouldn't work,
the time, it wouldn't pass.
If you want to know what time it is,
just look up Mary's father—
He's got a watch, too.

Support mental health or I'll kill you.

The trouble with life is the screwing you get
is not worth the screwing you take.



Eighty percent of the
Highway Patrol have hemorrhoids.
The other twenty percent are perfect asses.

—Write Spider c/o Easyriders Magazine
Box 2086, Seal Beach, California 90740

TAKING IT EASY

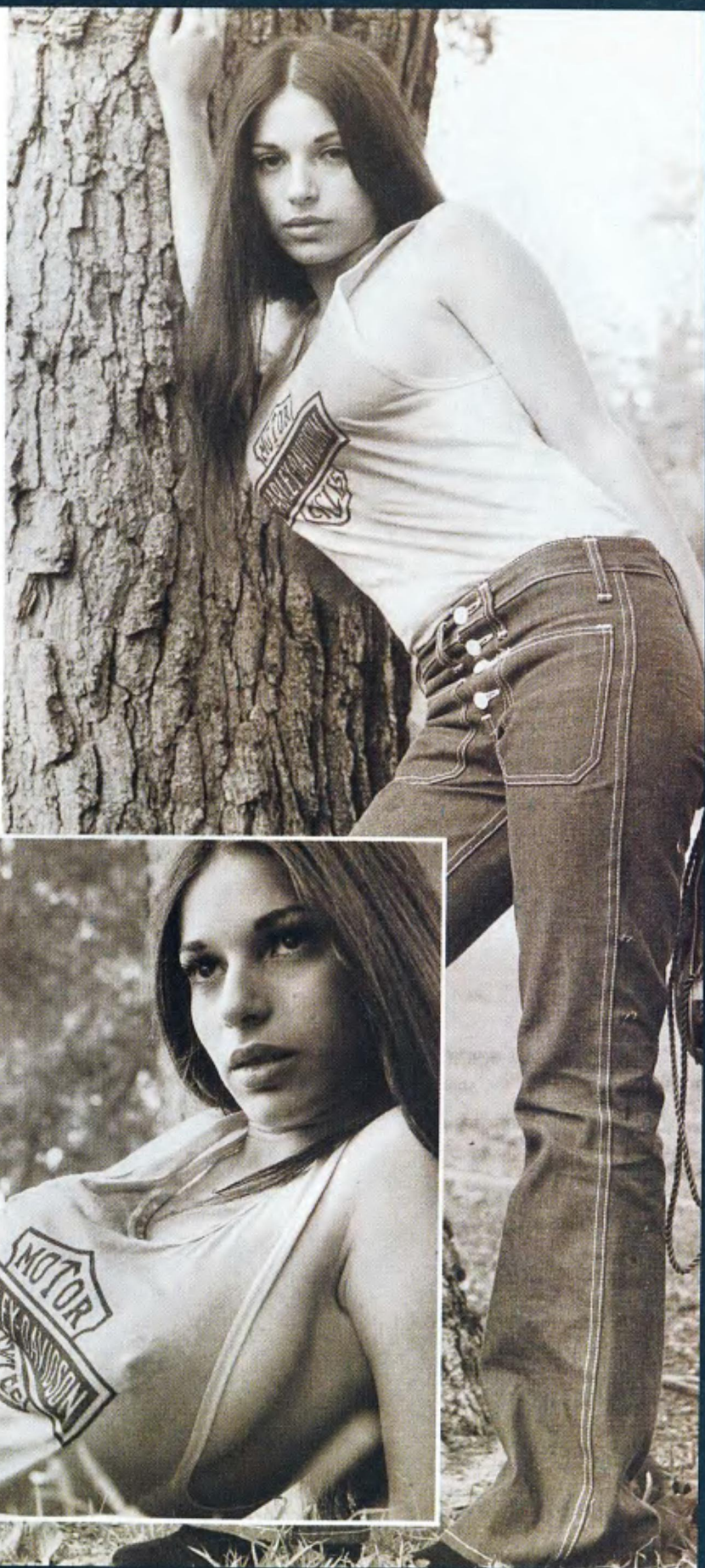
By Spider



'71 The Pleasures Of Drinking Out Of A Wine-Skin

Model: Angela
Hometown: Athens, Georgia
Location: Las Tunas Canyon, California

After advertisin' for a Spanish model to illustrate the many uses of a bota bag, Lou got more than he bargained for, 'specially since sexy Angela was Greek and knew nothing about 'em.
—Red Baron



Photos by Pete Chiodo/Text by Lou Kimzey

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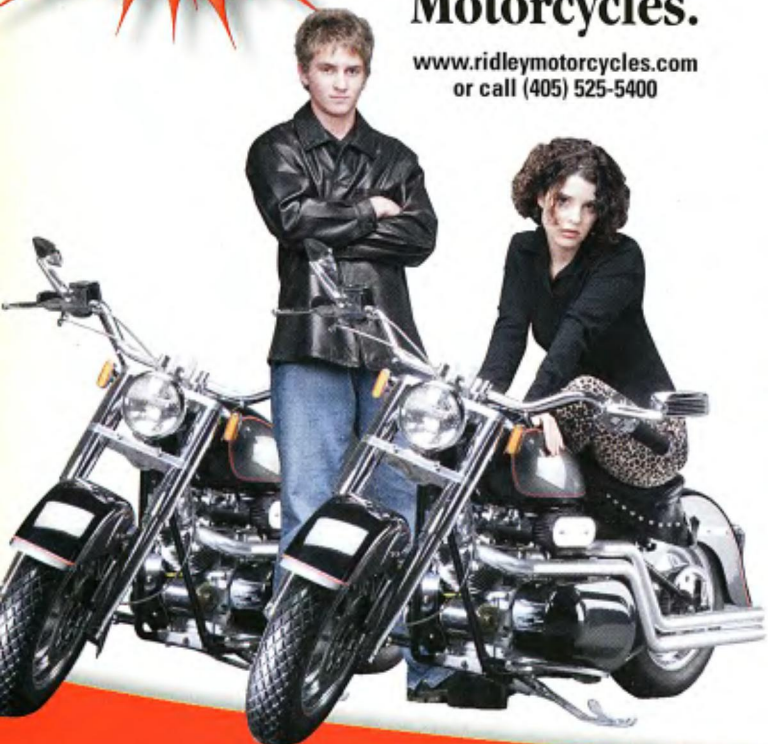


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Norm and Lise Lock



Jeff Kruckenberg

Can't believe you'd ever be a winner? Neither did they!

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1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to the Easyriders 30th Anniversary \$300,000.00 Subscription Sweepstakes, P.O. Box 50044, Boulder, CO 80322-0044. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 2001. Easyriders, Inc. assumes no responsibility for lost, misdirected or late mail.

2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,702 prizes — 1 Grand Prize; 100 Second Prizes; 200 Third Prizes; 400 Fourth Prizes, and 1000 Fifth Prizes. The vehicle prizes pictured may not be the specific ones awarded. Total approximate retail value is \$323,000.00.

3. Winners will be selected by random drawing from all entries received by Wood Business Solutions International, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes.

THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY A SUBSCRIPTION PURCHASE.

4. The Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of Easyriders, Inc. and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF THE GRAND AND 1ST PRIZES ARE THE RESPONSIBILITY OF THE WINNERS.

5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries

received become the property of Easyriders, Inc., and none will be returned. Winners grant Easyriders, Inc. and its agencies the right to use their names and likenesses for advertising and promotional purposes.

6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Easyriders, Inc., 2001 Sweepstakes Winners List, P.O. Box 1050, Agoura Hills, CA 91376-1050. **NO PURCHASE NECESSARY TO WIN.**

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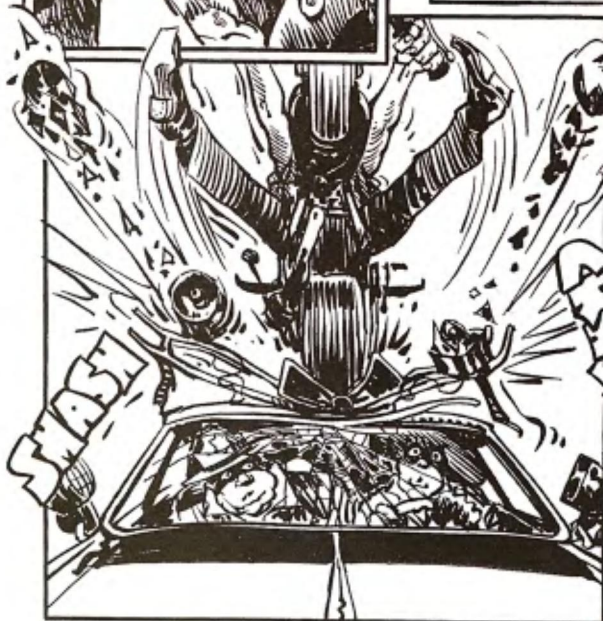
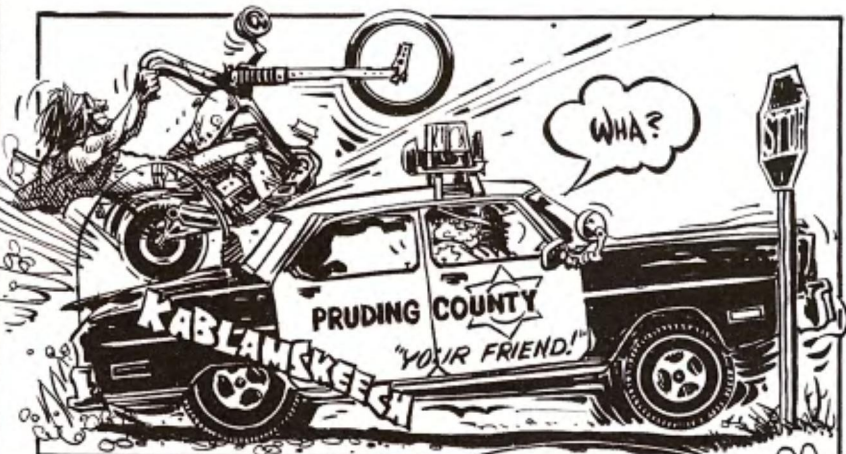
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1971

No Twit, Twister Twists Twistables And Twists Twitter

Owner: Kres Perkov **Town:** Burbank, Calif.
Builder: owner
Year/model: 1954, 74 cu. inches
Engine builder: Dean Hummer
Chassis: owner
Painter: Mike Griffone

This was the third issue of this rag, and already the staff members had seen so many outrageous-looking sleds they'd become jaded. The selection had to be narrowed, and it was. The type of bike we were looking for at that time was one that was constantly used; one, with which the owner was constantly on the road, one that was used all the time, whether it was for cruising, jamming, playing, or getting laid on.

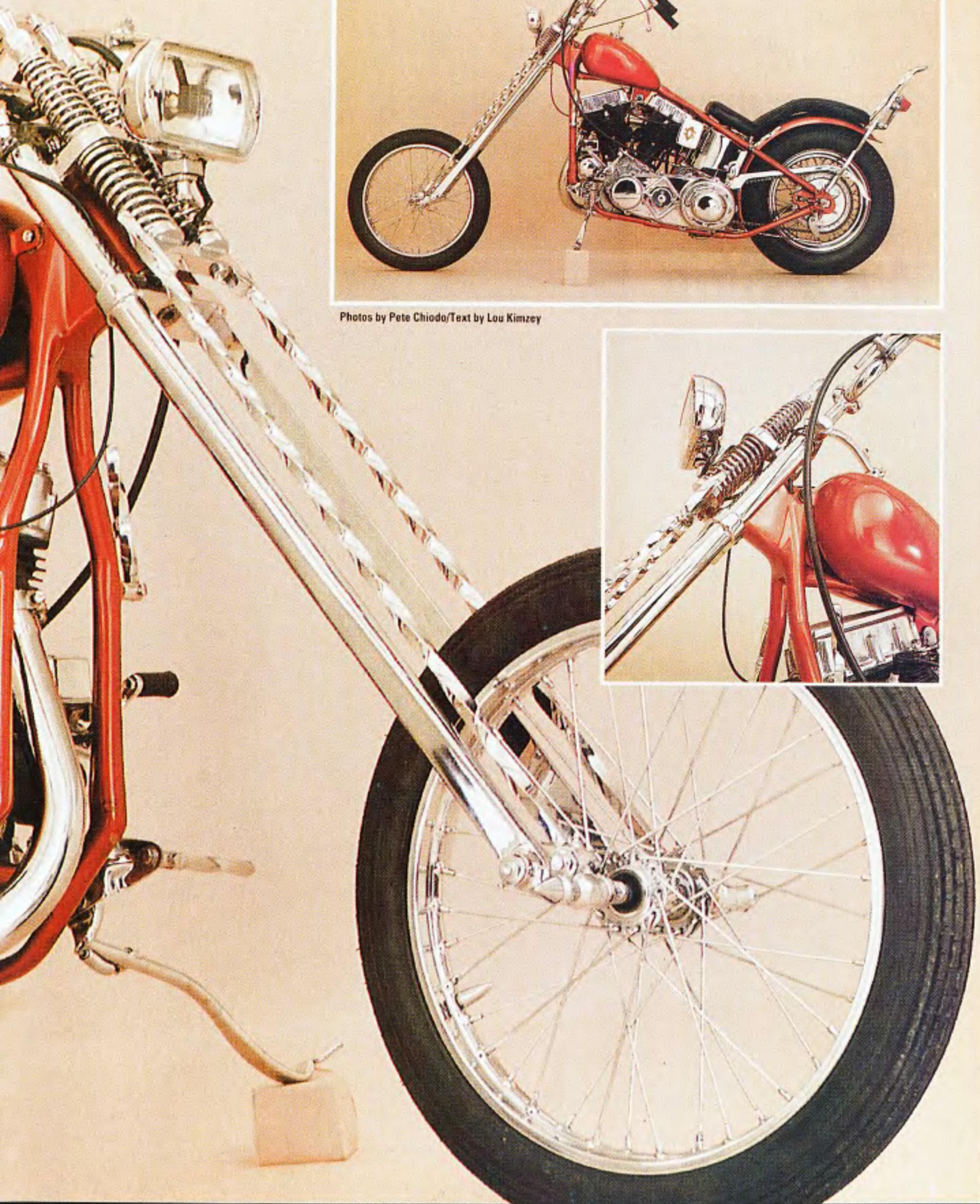
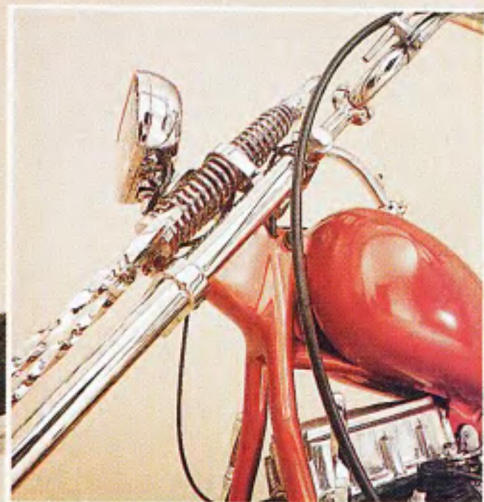
Streetworthiness was a major aspect, plus, of course, good looks and technical kow-how. Just such a bike was Kres'; indeed, it had just been finished three days before the photo shoot and already showed chips in the paint and a nick or two, no doubt from going down the highway at 125 mph with a passenger.

—Red





Photos by Pete Chiodo/Text by Lou Kimzey



1972

My Green Pleasure Machine

Owner: Richard Sharp Town: L.A., Calif.

Builder: D&D

Year/model: 1957 H-D

Engine builder: D&D

Chassis: 1957, rigid

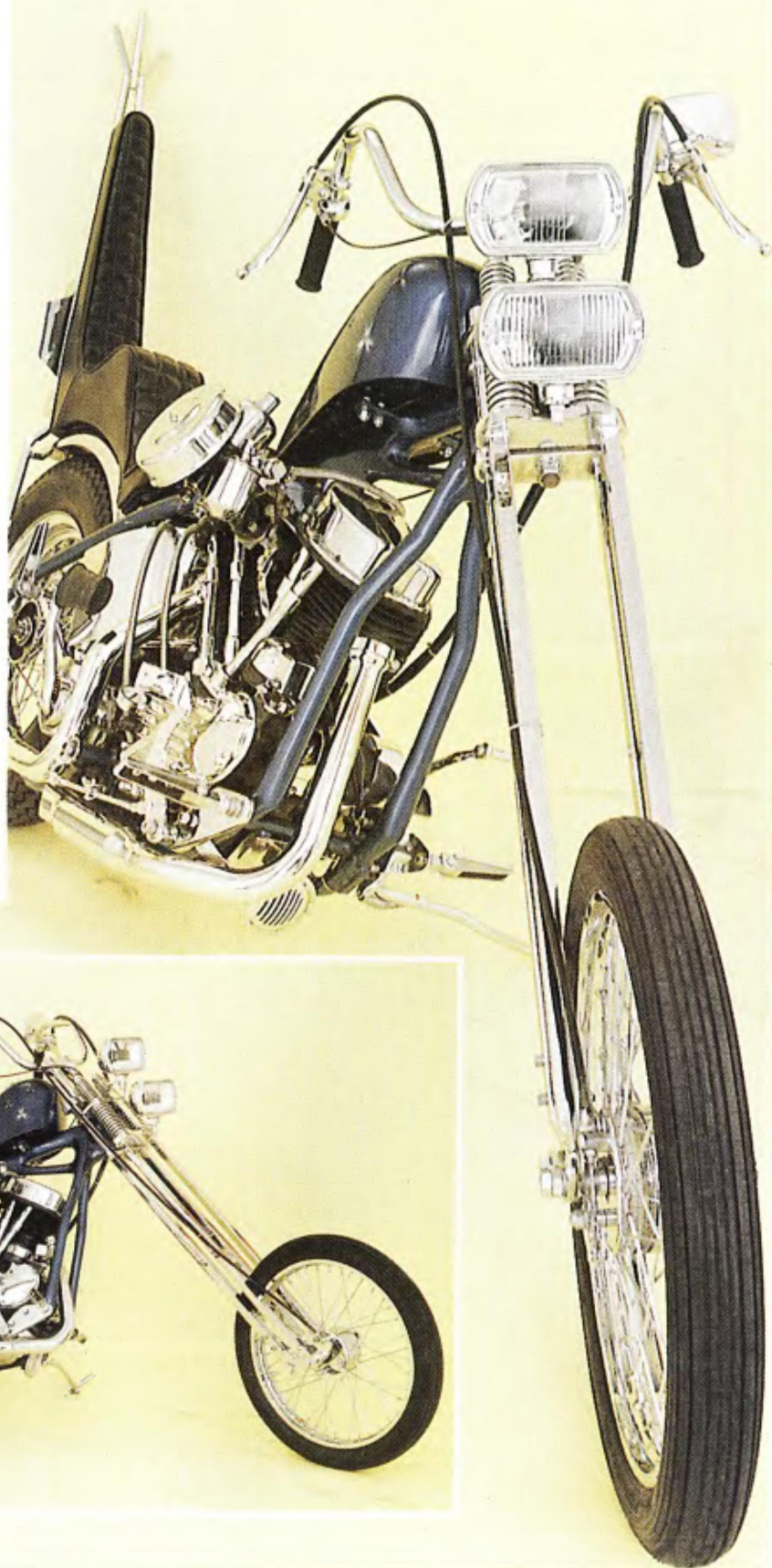
Painter: Electric Bob

Not leaving anything to chance, Richard made sure that everything on the bike was as planned as it possibly could be, meaning that even the green color was intentional. "I had always wanted a green pleasure machine," he said. "I know there are guys who are superstitious about the color green, but to me it's a happy color, and a color that reminds me of a forest—which is also happy, restful and quiet."

Well, I'm just so happy I could shit.

—Red Baron

Photos by Pete Chiodo/Text by Richard Sharp



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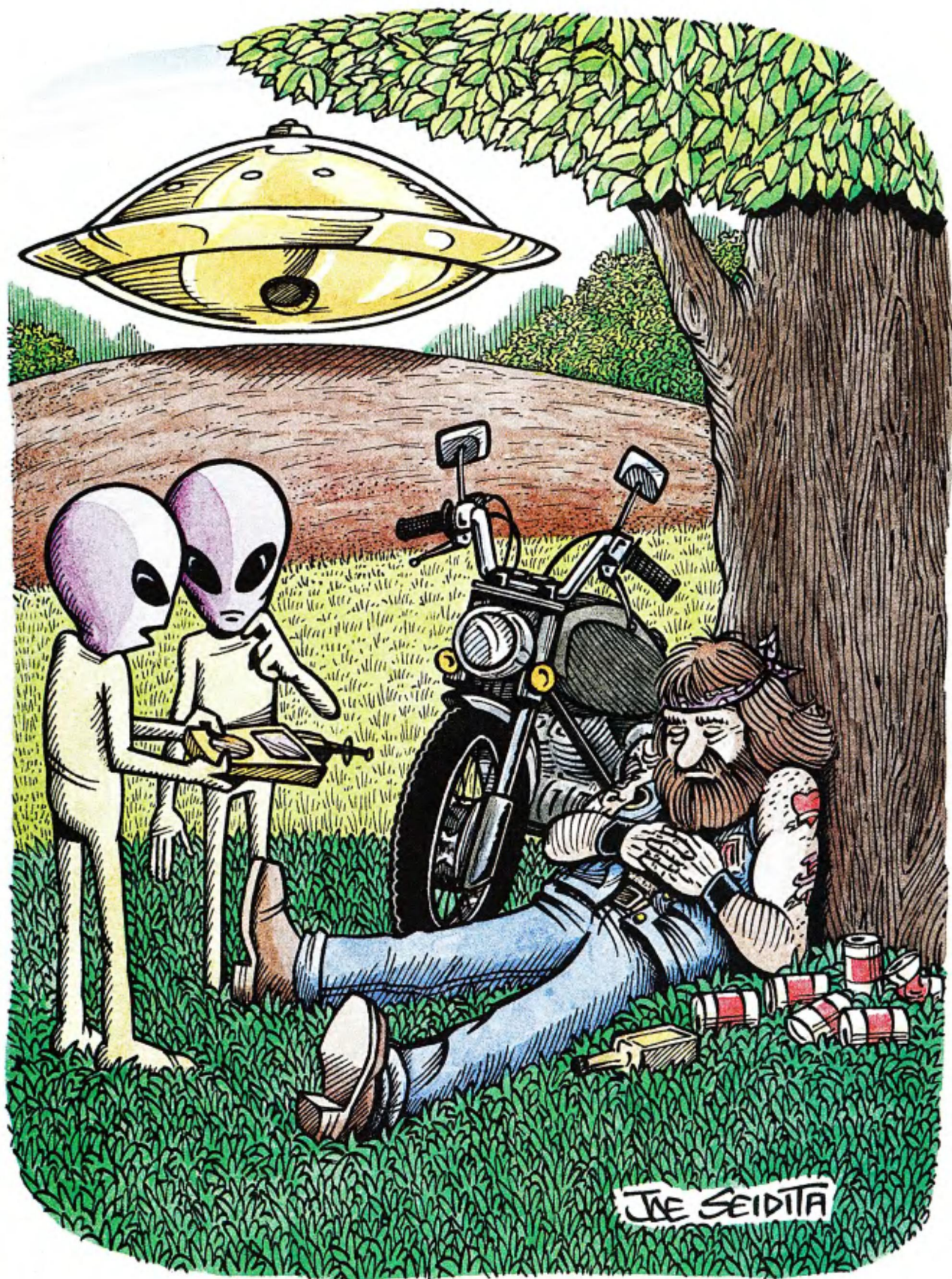
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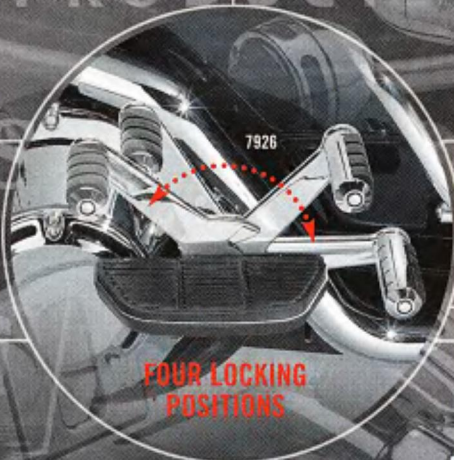
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TURN SIGNAL MIRROR

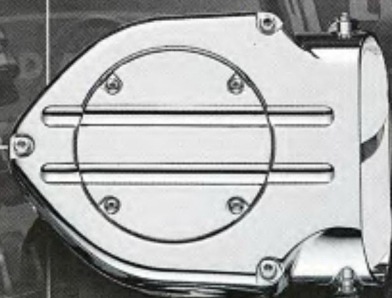
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There are seven basic types of Harley engines that are commonly used for building choppers. All are V-twins, and range in size from 45 cubic inches to 80 cubic inches (with stock bore and stroke).

The first of these is the **45-inch flathead**, which was used in Harley solo (two-wheel) machines in the Forties and in all three-wheelers, including the current models.

Next is the **45-inch K Model**, also a flathead, which was the forerunner of the modern Sportster engine. In design the engine and frame look much like a Sportster, except for the side-valve design and finned heads.

Also flatheads are the early **80-cubic-inch models**, which look like slightly larger 45-inch flatheads.

They have U, UL and ULH engine numbers.

The first of the Harley overhead designs is the **knucklehead**, quite distinctive in its rocker shaft and arm cover design. These engines came in 61 and 74 cubic inches displacement.

The later, and most common, overhead valve design is the **pan-head**, which came in 61 cubic inches in the early Fifties and in 74 cubic inches from its introduction in 1948 until it was discontinued in favor of the shovelhead at the end of the 1965 model year.

The **shovelhead** is the latest, and most modern, of the Harley engine designs, and looks much like a Sportster head mounted on 74 cylinders and cases. It comes

Here's the poop

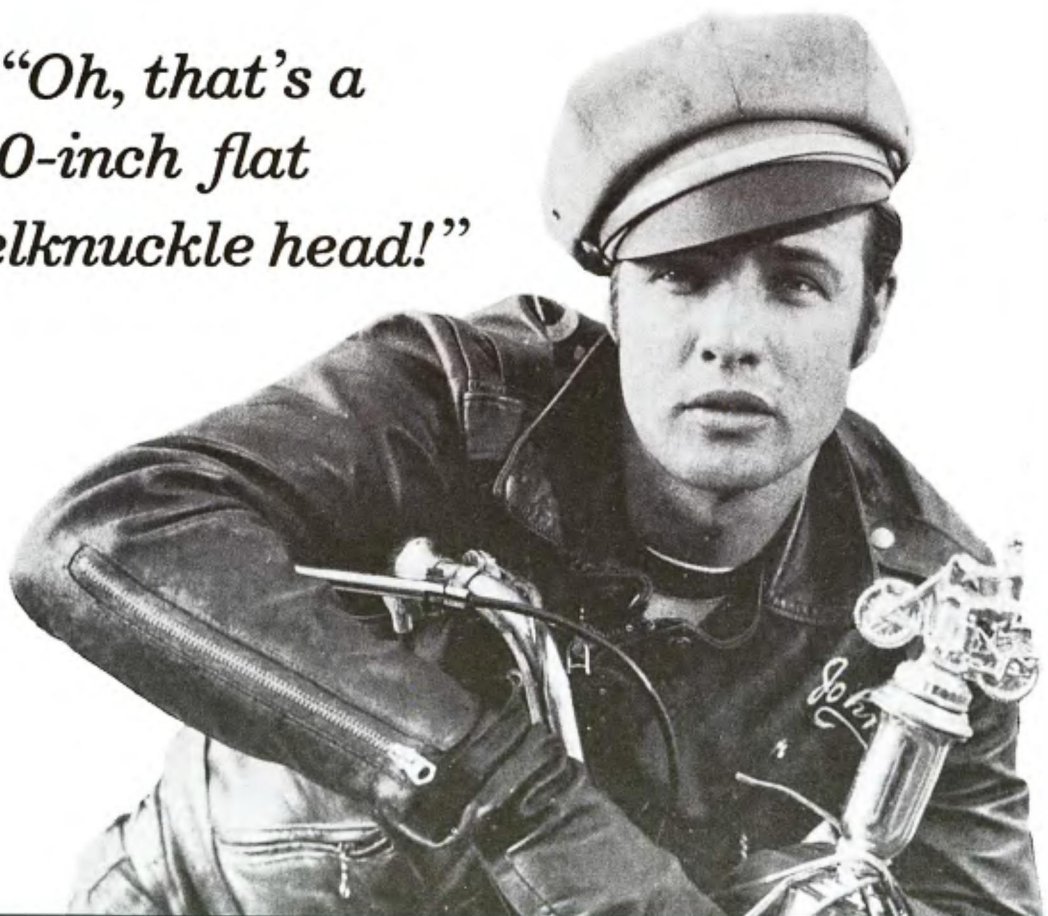
on the seven basic types of Hog engines

in 74 cubic inches.

The **Sportster**, also a modern design, combines the traditional Harley V-twin design with shifter and brake actuation much like the popular English twins. These engines displace 55 cubic inches.

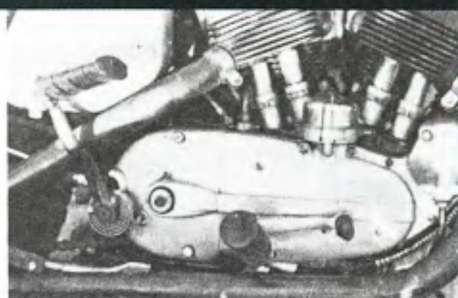
Harley has built many other engines, such as the XA, JD and VL, but for one reason or another none are popular for chopper applications. The 80-cubic-inch flat-

*"Oh, that's a
300-inch flat
shovelknuckle head!"*

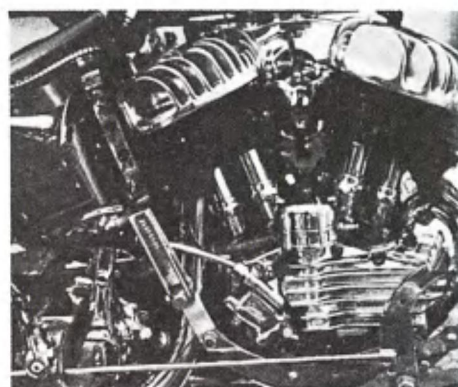




Knucklehead



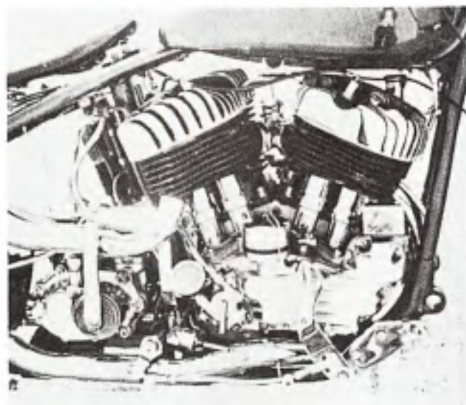
45-inch K Model



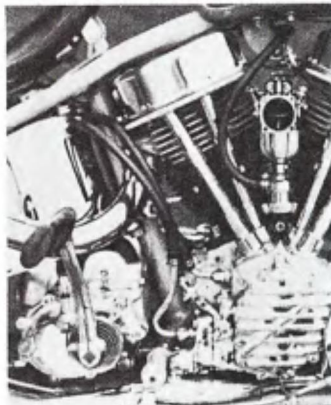
45-inch flathead

heads and 45-cubic-inch K Model have some problems in the chopper field, the principal one being availability of parts. Until recently the knucklehead also was limited by parts availability, but in recent years some companies have gone into manufacturing hard-to-find parts for knuckleheads, and many panhead parts can be adapted to the knucklehead engine. The panhead, shovelhead and Sportster engines usually have no parts availability problems.

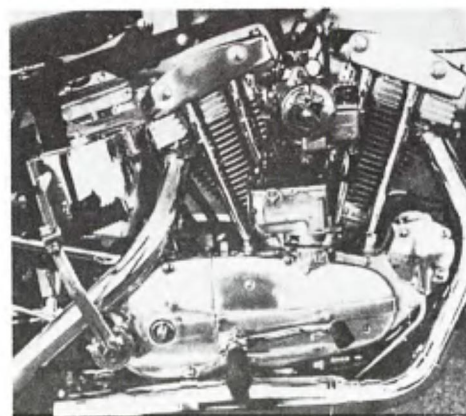
Which is the best engine? This is a question that chopper riders can talk about for hours, without ever agreeing, and one that usually ends up with assorted name-calling. The answer would have to be "whatever turns you on." Along with this is the question of how much time you are willing to spend looking for parts, whether you're after all-out performance, complete dependability, traditional "image," or a combination of all. In both the performance and dependability areas, stock engine for stock engine, in a chopper the shovelhead would get our vote. □



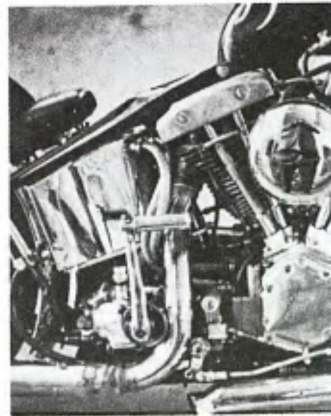
80-inch flathead



Panhead



Sportster



Shovelhead

'73

Meet Our Cover Girl

Model: Corona

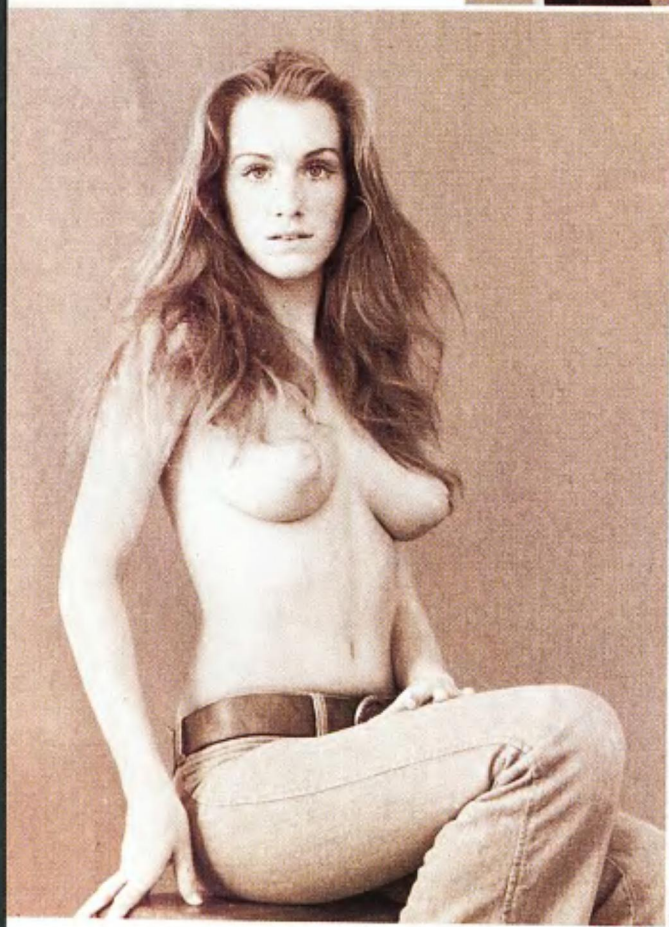
Hometown: Oklahoma City, Oklahoma

Location: North Hollywood, California

Corona was on the cover of the February issue, but about all you can see of her there is a set of shapely hips and an engrossing belly button.

At the time, this 5-foot-5-inch, 107-pound, blonde-haired, hazel-eyed, 34(C)-22-33 beauty's ambition was to become an actress. I wonder if she made it?

—Pond Scum



Photos by Pete Chioldo/Text by Dogbreath



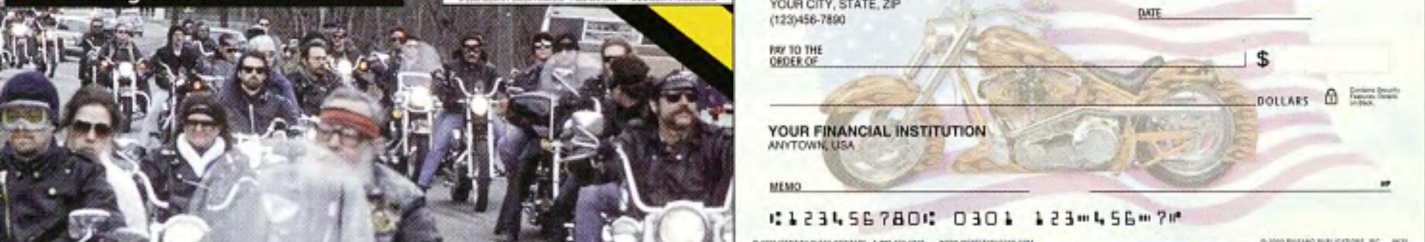
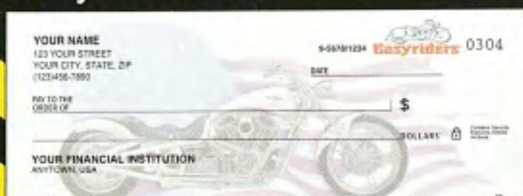
Who Let The HOGs Out?

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1973

He Calls His Ol' Lady White Trash

Owner: Chip **Town:** Back East
Builder: owner
Year/model: 1960 FLH
Engine builder: owner
Chassis: 1960 H-D, 1-1/2-inch rake
Painter: Dave Bur, freak acid lacquer

Here's an old-style chop with an old-style chopper rider. Chip wouldn't cop to much 'cept that he was a scooter tramp and this was his eighth bike.

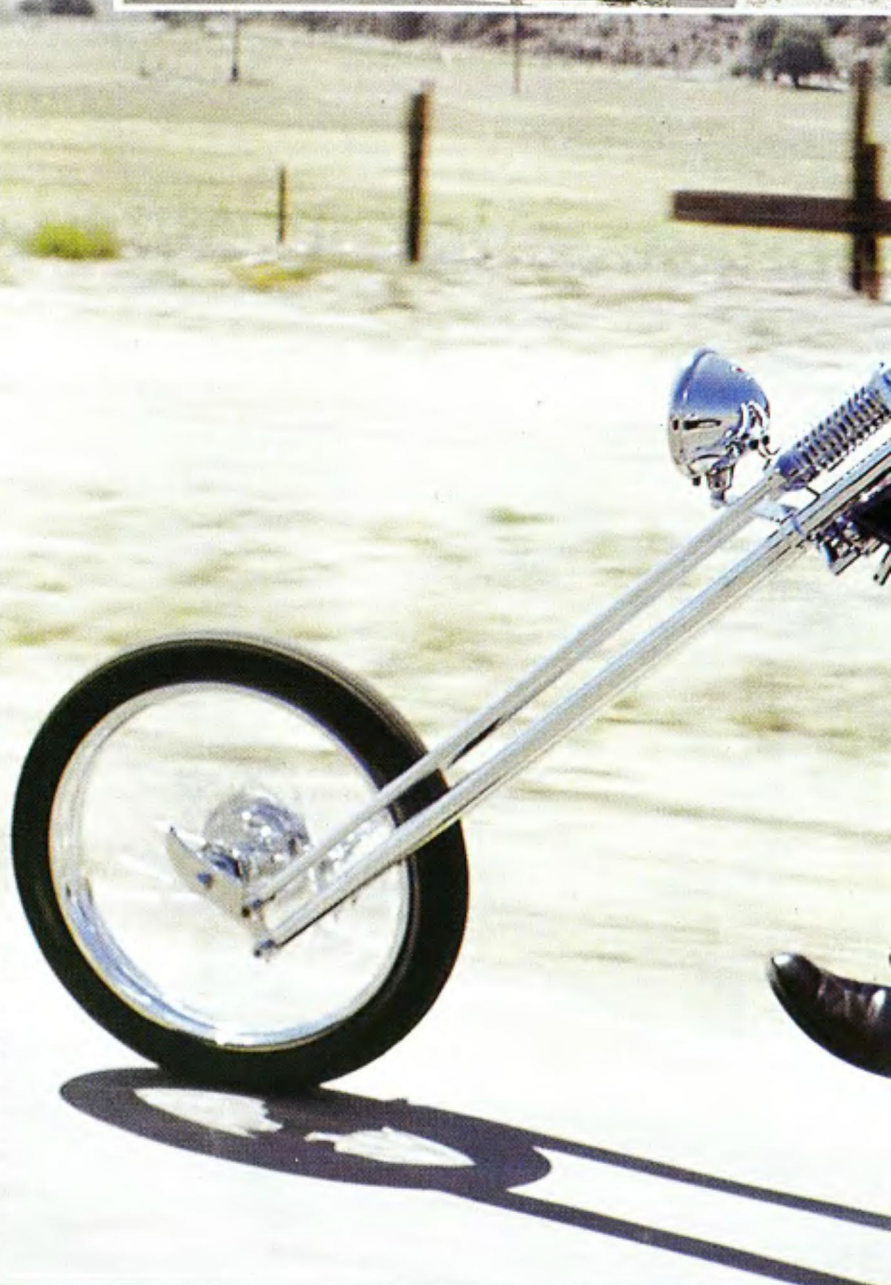
He did, however, mention the fact that he fabricated everything on the bike that he could—such as the gas cap, seat, and kickstand (constructed from a tire iron).

Ah, shades of yesteryear. Ya don't see many built like this anymore . . .

—Pond Scum



Photos by Arthur Liberman/Text by one of the boys





1974

"Snake Crap On My Bike!"

Owner: Pat Ditson **Town:** Burbank, Calif.

Builder: owner

Year/model: 1953 FL

Engine builder: José, Eagle Rock, Calif.

Chassis: 1948 cradlebar rigid

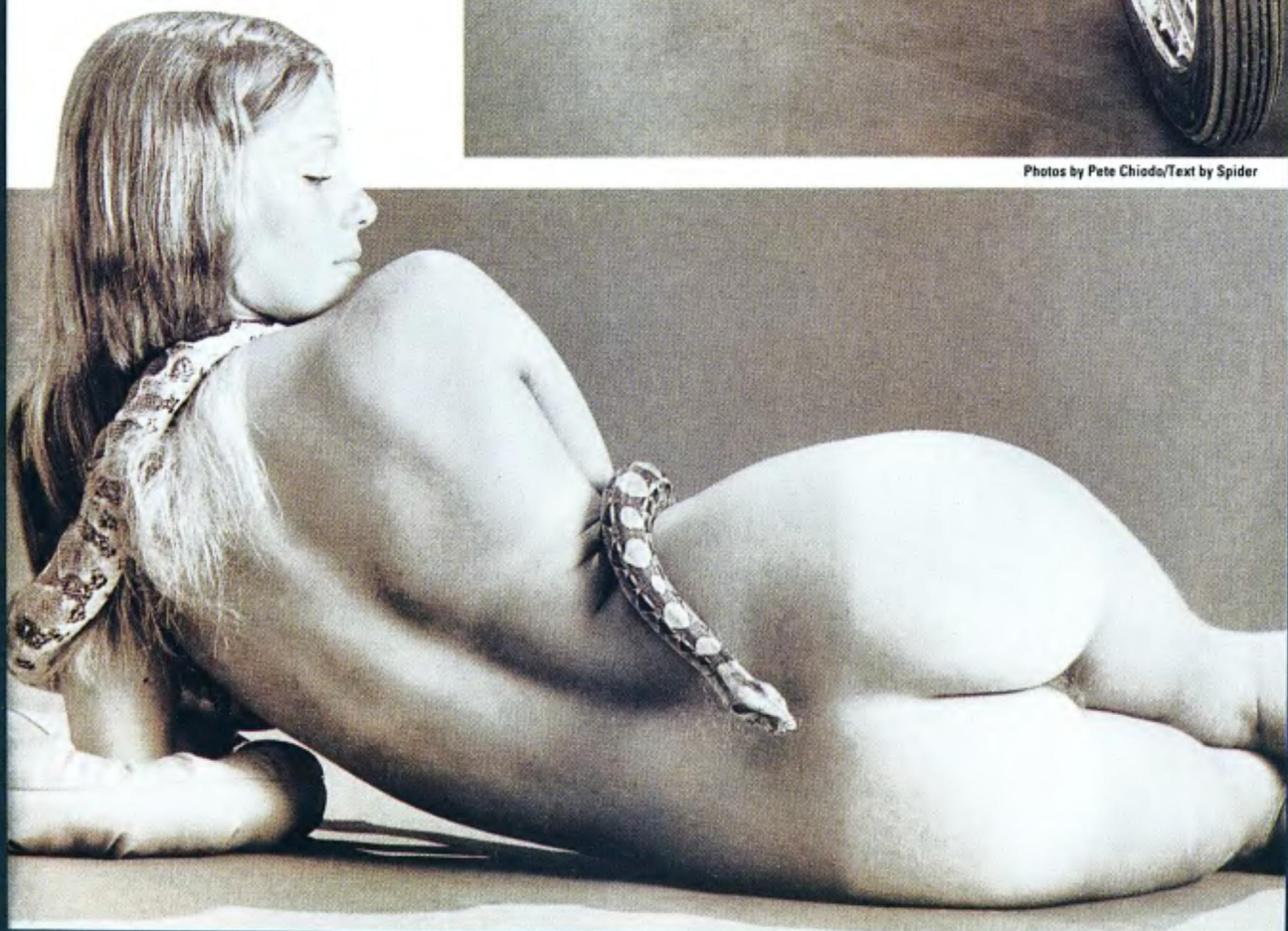
Model: Beth

Beth had been featured before, but not with her pet boas, Ike and Mike. The bros set up this wild shoot with Pat's latest ride. He had one objection: "What if they shit all over my paint job?"

—Wilburn Roach



Photos by Pete Chiodo/Text by Spider



'74 Jail Bait

Owner: Mike Thomas **Town:** Riverside, Calif.
Builder: owner
Year/model: 1956-57 panhead
Engine builder: owner & Doc Trainor
Painter: Dewey Seaver
Chassis: 1957 straightleg rigid, 7/8-inch rake
Model: Linda

Mike Thomas picked up this engine at a sheriff's auction. When he got home, he noticed the numbers on it were kinda strange, so he took 'em to the California Highway Patrol to have 'em tested. The officer there told him not to sweat it and to just go ahead and build the bike. So he did.

Six months later, when he tried to register the clean custom, the CHP impounded it. He waved the receipt from the sheriffs at them, but they claimed forgery and read him his rights.

Everything eventually worked out, though, so we figured it was only appropriate for Pete to shoot Mike's bike and Linda's bod in the now defunct Redlands City Jail.

—Snake



Photos by Pete Chiodo/Text by Snake



er didn't like this month's centerfold, so he used this shot. Bike built by Bandit. Photo by Pete Chiodo (Oct. 1972)

Our answer to Cosmopolitan's nude centerfold with Burt Reynolds. Hot stuff, eh, ladies? Photo by Pete Chiodo (Dec. 1972)



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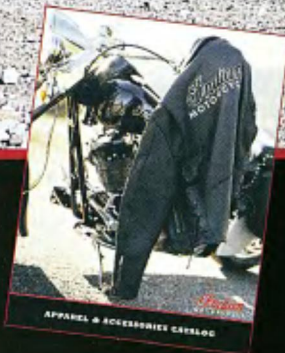
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Whatta Surprise!

By Johnny Ray Cole



Man, like the original bumbar is ridin' your bike down west Commerce Street in downtown Dallas, Texas, at ten o'clock on a Saturday night and suddenly realizin' you don't know a swingin' dick in Texas, much less Dallas. I guess the only reason I was here at all is because I'm a drifter and

I make it a point not to spend too much time in one place. I carry my sleeping bag and all my belongings on my bike, so it's my home.

Anyway, here I was in Big D, ridin' westward through downtown. When I'd ridden about six blocks out of the heart of town, I came to a street called Industrial Boulevard. On an impulse, I hung a sharp right and cruised along lookin' for a good joint. The only

thing I knew for certain was that I needed a woman.

I guess I'd gone about six blocks when I saw what I was looking for, a little hole-in-the-wall joint with two or three choppers out front. I pulled in next to the other bikes and parked. Just to be on the safe side, I got my K-Bar out of my stash bag and slipped it inside my right boot.

I walked into a joint called the Pitcher Lounge. It was a dirty little place, noisy, and packed to capacity, which was about thirty. I sat down at the bar and ordered me a Jax. When the bartender brought it, I asked him, "Where's all the pussy in this town hidin'?" He said, "Man, are you blind? Look around, you're knee deep in it." I looked about and quickly

saw that about seventeen of the customers were chicks.

One in particular caught my eye right off. She was a little bitty chick with long red hair that reached to the bottom of the cheeks of her butt. She was really stacked. From the looks of her very shapely ass, I'd bet money she could stand flat footed and have no trouble at all shittin' in the back of a dump truck. She sat alone in a corner booth tapping her half-full glass of beer in time to the juke box record that was playing. She wore a gold micro-mini skirt that looked more like a wide belt for all it covered. I looked under the table and saw that she was holding heavy in the legs department too.

I was plotting my best possible approach, when she ended my plotting worries. She caught me eye-ballin' her legs and reached under the table and began to slowly, and very deliberately, stroke her leg from the knee upwards to her crotch, stopping with her hand cupping her pussy, and with her index finger she made as if she were fingering herself. This had gotten me very aroused, and I discovered that when I looked up, she was looking directly into my eyes and smiling sensuously as she held her beer glass in my direction. I told the bartender to bring us two, and walked over to her table.

"Got room for company?" I asked her. She seemed to be looking me over, with most of her gazing being in the vicinity of my crotch. Then she said in a very husky type voice, "Only if the company's really lookin' for company, and not just some rap and a few beers." I grinned and slid in beside her. "Just what I like, a nice, shy-girl," I joked. She laughed.

"My name's Frank," I said, staring at her tits, which I guessed to be a 40 easily. "And, to be just that, I suggest we kill our beers and get a six-pack and go to your place for some real deep togetherness."

She looked amusedly at me and replied, "Well, Frank, you also read minds, I see. I just hope you aren't merely bragging about the deep part, 'cause I'm in need of some really deep, deep togetherness. I've discovered that these guys around here are all rather shallow in that department." I grinned. "No brag, but

I've been told I'm really big for my size." She looked pleased at this and said, "Oh, by the way I'm Cherry." I asked her if that was her name, or her physical status. "Name," she said. "I'm four years and quite a few climaxes past being able to truthfully say physical condition."

We got the six-pack and walked out to my chopper. I put on my helmet and handed her the spare I always carried. She said, "Do I have to wear this?" "Yeah," I replied. "I done been hassled by the pigs in this town and I found out they don't dig bikers at all, and there's no use invitin' a bust." She put it on and said, "Go to the right, and when I tap your shoulder, turn left, then when we get there, I'll tap you again." I said, "You mean when we get there, I'll tap you." She laughed.

I'd gone about three miles when she tapped my shoulder and I turned left. We had gone about half a mile when she tapped my shoulder again. We were in front of a duplex apartment when I stopped. "That's us on the right," she told me. I pulled into the driveway on the right-hand side and parked.

She walked ahead of me to the door, and that sexy butt of hers did things under her skirt that crossed my eyes. She opened the door and I reached and got me two solid handfuls of her ass. There was still about two pounds of cheek left over on each side. She just backed up and, mashing it on me, did a little grind that was outta sight. I reached my right hand around and tried to stroke her puss, but she slipped away from me. I said, "How about a drink?" She said, "I've got somethin' better than that if you like to smoke," and got a plastic bag from the closet. She rolled us two numbers about the size of cigars and we smoked them. It was good weed and I was feelin' real mellow. I told her, "Now, baby, let's jump naked and really get off." She giggled. "I'd much rather jump naked and really get on, and in, deeply in."

We walked into the bedroom and she sat me down on the bed, then walked over and turned out all the lights. It was so dark, I couldn't see my hand in front of my face. "Hey, what's the deal? You ain't goin' bashful on me, are you?" I asked. She didn't answer. I felt the bed sink down as she sat

on it. I took off my clothes and lay down. I reached over and pulled her to me. She came eagerly and ran what seemed like half a mile of hot, frantic tongue down my throat. I unbuttoned her blouse and caressed her tits. She began to moan softly as I started to nibble on them. She said, "Frank, I've got a request to make." I said, "What is it?" She replied, "I really dig back door lovin', so will you do me that way?" I told her sure, after I have me a snack. I started kissing her stomach, lower and lower till I could feel the beginning of her pubic hair on my lips. "Frank..." she pleaded in a scared-sounding voice. "I... well, you see—" I cut her short by biting her hard on the stomach. "Now cool all the rap and just dig on the action," I told her. I caught her bikini panties on both sides and rolled them down to her ankles. She reached down and pulled them on off. She tried to roll over on her stomach, but I grabbed her and roughly pinned her back to the bed. "Cool it, baby, we'll get to that fabulous butt of yours in due time," I told her.

"Frank—don't," she screamed hysterically as I lowered my head to kiss her love box.

Suddenly, my blood froze and I jerked away from her. I lay there mad enough to kill her. She sobbed, "I'm sorry, Frank, I tried to tell you. If only you'd done it the way I wanted, with the lights out, you'd never have known and we both would have gotten fixed." "Been all right, been all right!" I shouted. "You mean it would have been all right if I hadn't found out you're a punk with a ten-inch dick!" She sobbed even louder. "Please don't hurt me, Frank. I can still relieve you. I'll give you a blow job, or you can cornhole me." I laughed hysterically. "Blow job! Cornhole you! Why, you silicone-titted fairy! Here," I said as I grabbed her hand and forced it to my crotch. She assumed my gesture meant I was agreeable to a blow job, for she groped to caress my dick. Then her voice revealed her shock, as she said, astonished, "Oh my God, You mean—?" she stuttered. "Yeah, that's right, you limp-wristed bastard, that's a hot, throbbing pussy you feel between my legs! I'm a bull dyke, so you can do me about as much good as I can you!" ■

1976

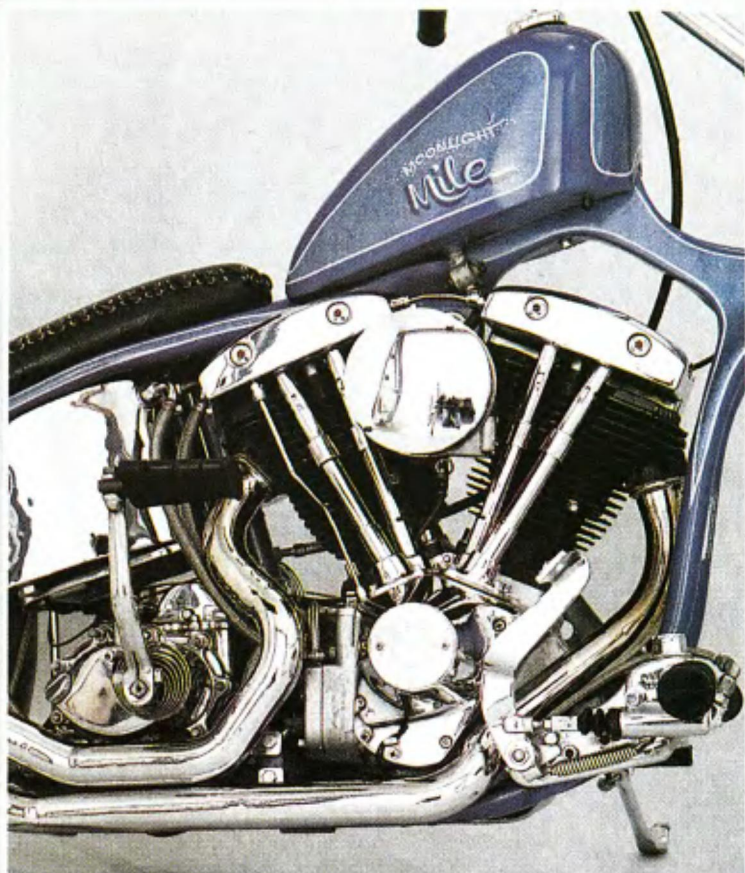
Orgasm Machine

Owner: Alan Atkinson **Town:** Redondo Beach, Calif.
Builder: owner
Year/model: 1974 FLH
Engine builder: Red, Long Beach Harley
Chassis: 1972 gooseneck by Skip Fisk
Painter: Steve Madden, blue lacquer, prism, flake

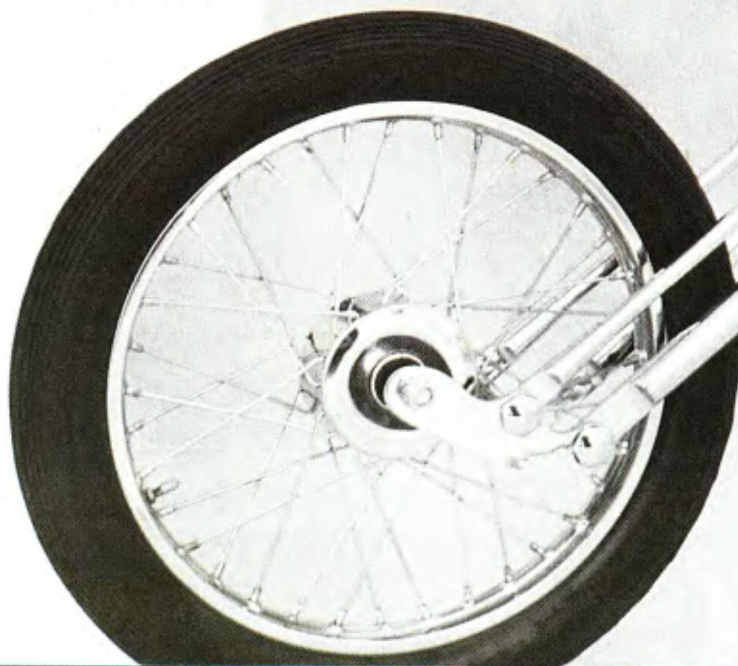
Alan's into jammin'—'cause jammin' keeps him alive. He especially likes the rush of powerin' his sled into curves, even though he once misjudged one and wound up soaring down a 300-foot canyon. Well, the Sporty he was piloting didn't make the jump, but, luckily, Alan came out of the ordeal with only a minor concussion.

Gina, his ol' lady, digs the vibes and gets off her own way on the back of this rigid framed gooseneck. A couple of blips on the throttle and Alan can get that springer a-hoppin' and his ol' lady a-moanin' . . . now that's an orgasm machine.

—Clean Dean



Photos by Pete Chiodo/Text by Bandit





1977

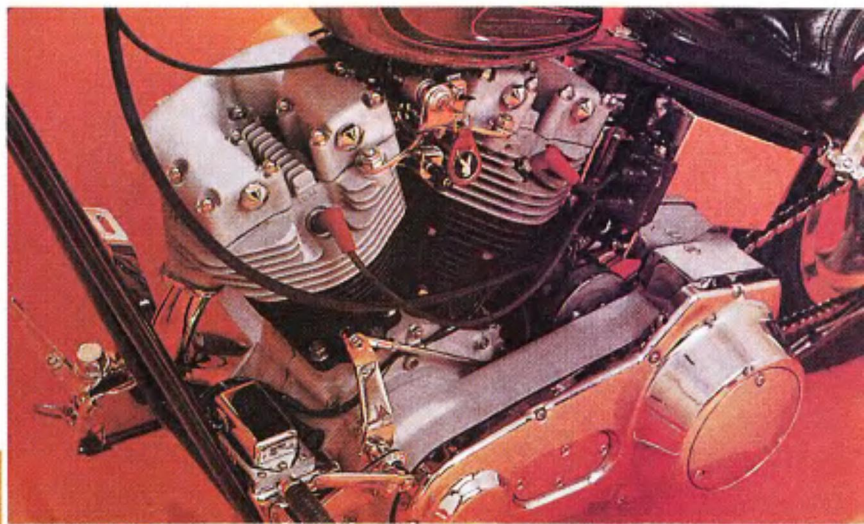
Brotherhood Bike

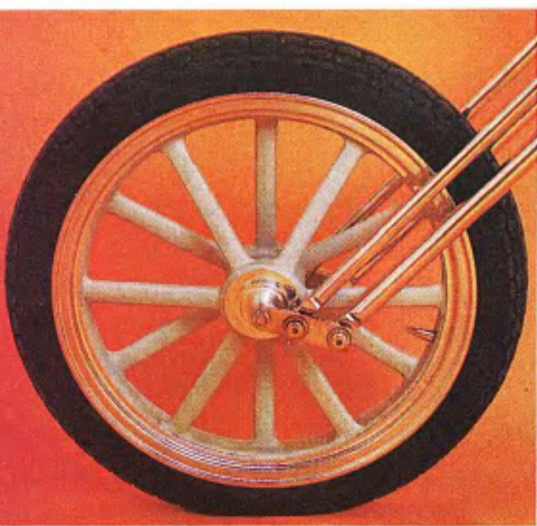
Owner: Jap Serrano **Town:** Fresno, Calif.
Builder: owner
Year/model: 1974 FLH
Engine builder: new
Chassis: Arlen Ness rigid
Painter: Neil Averill

Call this one "Remember Red," Red being the downed bro that Jap Serrano rode with. At the time this bike feature hit the newsstands, Jap's 74-inch shovelhead was (and still is) one of the classiest and cleanest motorcycles to grace our pages. But those weren't the only things about it that made it worth featuring.

The feelings behind the fabrication were what made it really special. See, Jap didn't build this motorcycle for himself, or the world, or to impress the chicks in Fresno; he built the bike as a tribute to his bro, Red. Jap wanted to put together the kind of scoot Red would have liked—and that says a lot more about brotherhood than you could chisel into a piece of granite.

—Sharp





Fetishes, Cures, and Curses

(an' other bad medicine)

A fetish, the dictionary tells us, is "any object, animate or inanimate, natural or artificial, regarded with a feeling of awe as having mysterious powers residing in it or as being the representative or habitation of a deity. Every individual may have one of his own, to which he offers up prayers and which, if these are not heard, he punishes or throws away."

A lot of dudes—bikers included—carry a rabbit's foot, four-leaf clover, or some other charm or talisman in the hope that it will protect them from harm or discovery, help to get them more young pussy—or just bring a little good luck. If the object doesn't work, they sometimes pitch it away and start carrying a piece, which can, under certain circumstances, bring sudden rescue from an untenable position, enhance their lives with greater respect or, if they're able to get away with it, bring them great wealth. Other times, when the good-luck charm doesn't work, or if it seems to reverse expectations, these dudes will pitch it away and look for some other kind of charm, like a sexy, big-titted mama who is willing to support them.

During the Middle Ages, burglars used a unique charm that doubled as a regular piece of equipment for breaking and entering. It was the hand of a dead man.

Hangmen in those days made a lot of money selling various parts of bodies which people used as talismans, but the hand of a person who had been hanged was especially

sought after by criminals. The hangmen were not discriminatory when it came to such sales, probably figurin' that pretty soon the burglar they sold one hand to would get caught, an' then they'd have two more hands to peddle.

Before it was used by a burglar, the dead man's hand would be dried in a manner that enabled each finger and the thumb to be lit like a candle. Since there weren't any flashlights in those days, and lanterns were too bulky to be packin' around while burglarizin', the crook would enter a house carryin' only a burlap bag and a dried hand.

Once inside, he'd set fire to each of the fingers and the thumb, the idea being to determine if everyone in the house was asleep. If the thumb wouldn't light, the burglar knew that there was someone around who was awake, and he'd boogie out of the place.

By the time the hangman got through cuttin' up corpses' parts and distributin' 'em to the local citizens, he was rich, and everybody had enough remedies, marital aids, and burglar equipment to last for a day or two—or even a year for some items. Dried cocks on a stick probably sold as well back then as today's hot dogs—especially to old maids.

Sometimes a hangman would even sell the rope that was used to string up a poor dude, and if it didn't cure fits, as was claimed, it more than likely caused a few. Bodies themselves have always been credited with specific powers, but a

particularly gruesome example of this belief was when people cut off hands and other parts of men who died on the gallows or who committed suicide. During certain periods of history, people thought such corpses possessed very special therapeutic powers.

Regarding non-criminals, or people who died natural deaths, beliefs and fetishes go back to the early days of man. One of those is "watching the dead," or, the wake. No one knows how far back the custom goes, but it is practiced in nearly every society, and it can often be a tricky business. Some people felt the soul had a way of sneaking out of the body and flying around the room disguised as a housefly or a bee. It was also said that the soul had a sense of humor and was curious to see which of his friends bothered to show up to pay his last respects. If any of the watchers had fallen asleep, the fly would pick out the ones he liked the least and shit on their nose. Unfortunately, the disguised soul was often mistaken for a common variety of fly or bee and was chased out of the room. In this case, there was no hope of the soul ever returning to the body, so if there was any chance that the dead dude would come back to life, it went out the window with the critter.

Dr. Twatburger or Barney Koogle—whose real name was John Watson was well known for his wild articles. John loved writing for Easyriders and passed away in the mid-'80s.

by Dr. John Twatburger



IN THE WIND '79



Flash, Dearborn, Mich., December 1979

Ed, Westwood, N.J., December 1979



Richard Swartz, Saginaw, Mich., December 1979



Big Steve, Ellwood City, Pa., December 1979





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One in the Chamber

R O N S I M M S . 4 5 - C A L I B E R S P E C I A L

At just about any U.S. motorcycle event, you'll always hear someone say, "Yep, that's a Simms bike." There are some custom bikes that have earned a 'species designation' all their own due to their distinctive and telltale design that immediately links them with their creator. In this case, we're talking about the master craftsmen at Bay Area Custom Cycles (BACC) of Hayward, California. Conductor of this symphony of V-twin music is Ron Simms, owner of BACC and 30 years into perfecting his art. Twirling the billet baton, he has orchestrated a legendary line of custom bikes that have earned numerous Best of Show trophies as well as membership in the "A" List of custom bike builders.

A description of a Simms bike could be summed up as a

pavement hugging, wide shouldered, Fat Boy-based, highly detailed, and expertly crafted show and go custom. In fact, as imitation is the highest form of praise, so many other people are building "Simms bikes" that they seem to be everywhere. But the real McCoy still stands out from all the attempted imitations. To make that distinction even more distinct, BACC went looking for something with even more attitude.

With this scoot, you can forget about the micro-chip-powered alarm system that starts chirping every time someone sneezes near your bike, Ron Simms went one virtual-reality step further, handing this custom its own .45-caliber automatic self-defense system. You can see the Colt blazing away on the







gas tanks in the hands of a robo-security cop, the paint work, along with the radical tribal graphics, blasted by Horst, the Simms master of the quick-draw paint gun. You might have seen this bike blasting around Sturgis last year, taken through its sharp-shooting practice by none other than Dane Simms, Ron's son. Yep, following in the old boot steps, so to speak. The bike was a gift from Dad, the kind of gift that keeps on giving.

In any case, since we're on this Colt .45 kick, and not the canned kind, the bike's main image is noted for its stopping power, the slug designed to halt an adversary, literally in his tracks, a vast improvement over the standard .38 service round that preceded it. This Simms bike does stop people in their tracks but without the trauma, thanks to high quality Performance Machine brakes that tame the high velocities produced by the bike's 103-inch S&S motor. The engine packs its punch thanks to the addition of STD heads, a Leineweber cam and a Thunderheader system that helps eliminate spent cartridges. The bike is also "locked and loaded" with an ammo box full of Simms custom pieces including the gas and oil tanks, fenders, handlebar controls, risers, front and rear pegs, taillight, mirrors and grips, with all the components holstered in a Paughco/Simms frame, matched to a set of Storz forks dressed up in black.

More such fast-draw customs will be high-tailing it out of the new Ron Simms facility as the BACC crew has recently relocated from their previous 28-year location, stepping out of a 4,500-square-foot building and into their all new 30,000-square-foot custom palace.

Way to go Ron, you and your crew keep the 'tude goin'. —Paul Garson



Owner:	Dane Simms/BACC
City:	Hayward, California
Designer:	Ron Simms
General	
Fabrication:	Simms
Year and make:	2000 Simms
Model:	Custom
Assembly:	Simms
Time:	3 months
Chroming:	Carrera Plating
Engine	
Year:	2000
Model:	S&S
Rebuilder:	Simms
Ignition:	Dyna
Displacement:	103 cubic inches
Lower end:	S&S
Balancing:	S&S
Pistons:	S&S
Heads:	STD
Cam:	Leineweber
Lifters:	JIMS
Carb(s):	S&S
Air cleaner:	Simms
Pipes:	Thunderheader
Transmission	
Year:	2000
Modifications:	Baker 6-speed
Painting	
Painter:	Horst
Type:	House of Kolor
Special paint:	Horst
Frame	
Year:	2000
Builder:	Paughco/Simms
Type:	custom
Rake:	37 degrees
Stretch:	2 inches
Modifications:	Simms magic
Accessories	
Bars:	Flanders
Risers:	Simms
Handlebar controls:	Simms
Fenders:	Simms
Headlight:	Simms
Taillight:	Paul Yaffe Originals
Front pegs:	Simms
Rear pegs:	Simms
Electrics:	Simms
Gas tank:	Simms
Oil tank:	Simms
Oil system:	Simms
Primary cover:	Simms
Seat:	Corbin
Mirrors:	Simms
Grips:	Simms
Forks	
Type:	Storz
Builder:	Storz
Special features:	oh, yeah!
Wheels	
Front	
Size:	21-inch
Hub:	Performance Machine
Tire:	Metzeler
Brake:	PM
Rear	
Size:	18-inch
Hub:	PM
Tire:	Metzeler
Brake:	PM
Photos:	Michael Lichter



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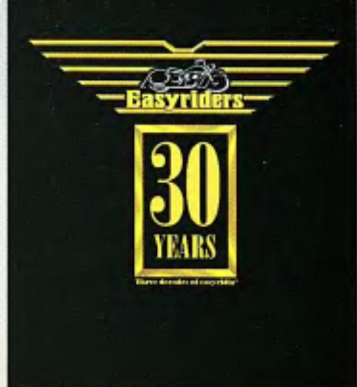
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Meet January's Winner

From the city that brought us hoagies, cheese steaks, cream cheese, the 76ers (we won't mention the football team) and the Flyers, your February Fox Hunt winner, Robyn, comes from the City of Brotherly Love ...Philadelphia. Where'd ya think we meant, San Fran? No, you know, *brotherly*, like "Hey, bro..." Not *brotherly* like that inbreedin' stuff. Anyway, after notifying Robyn of her newfound fame and fortune, we whisked her away to beautifully, downtown Tucson, Arizona. Partly because it was freezing in her part of the country and the weather was slightly warmer in Tucson, but mostly because Rick Bertin's, Jim Nasi-built, scorchers was on its way to our photog's studio. Once camera ace, Paul Martinez, had had her under his watchful eye all day, he asked, "So, have you ever seen the sunset out in the middle of the desert?" Robyn politely excused herself, found the number to the Arizona Department of Public Safety (read: COPS) and was soon shown around Tucson by Arizona's finest. Oh well, these things happen. When she isn't running away from stalkin' photogs, Robyn enjoys golfing, hiking, and recently took up skydiving. Robyn also decided she enjoys modeling—go figure—hired a professional bodyguard, and has created her own Web site at www.pamelapaige.com. Check it out. But before you do, skip over to Page 133 and see how she performed on Rick's scooter. Oh, and Paul, the bail money is in the mail.

—Howie Feltersnatch



Abby-Arizona

#601

"It was the greatest sense of freedom I have ever felt. Now, I do it all the time and am looking forward to my first run."



Daina-California

#602

"I did this because my husband enjoys this magazine almost as much as I enjoy every ride on, I mean, with, my husband!"





Erin-Oklahoma

#603

"On a softail with the sun in my face, wind in my hair, and the vibes in my seat...an incredible experience."



Mary-Oklahoma

#604

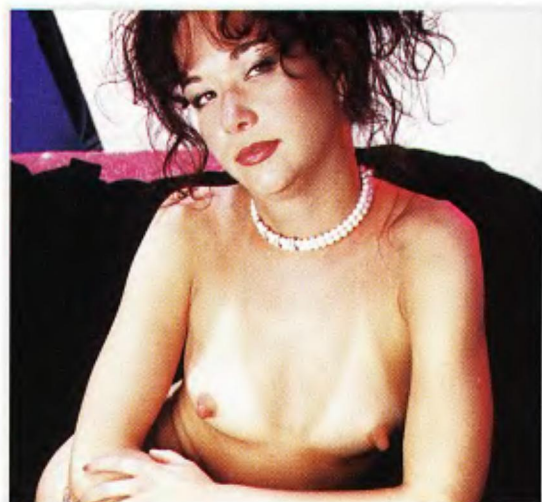
"I felt like the world was my playground—wild and free, no rules, no boundaries."



Nicole-Virginia

#605

"My first ride was on a small one. Now, the ride is bigger, stronger, and I ride it a lot longer. The bike's not bad either."



Tracy-Illinois

#606

"I rode on my Daddy's Harley when I was eight. I've had a stride in my glide and a dip in my hip ever since from that awesome ride."

Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of *Easyriders*, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on

a postcard—or on the back of a sealed envelope—and mail it to #336 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes May 1, 2001. The voting deadline for this month's crop of cuties is May 31, 2001. We'll print the winner in the October 2001 issue.



Here she is, bros, the February 2001 winner in our monthly Fox Hunt, Carrie, #201, from Lincoln, Nebraska. See more other next issue.

336

FOX HUNT

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91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization. I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

I am _____ years of age, born _____

I will pose fully nude _____

Model's Signature _____

Photographer's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

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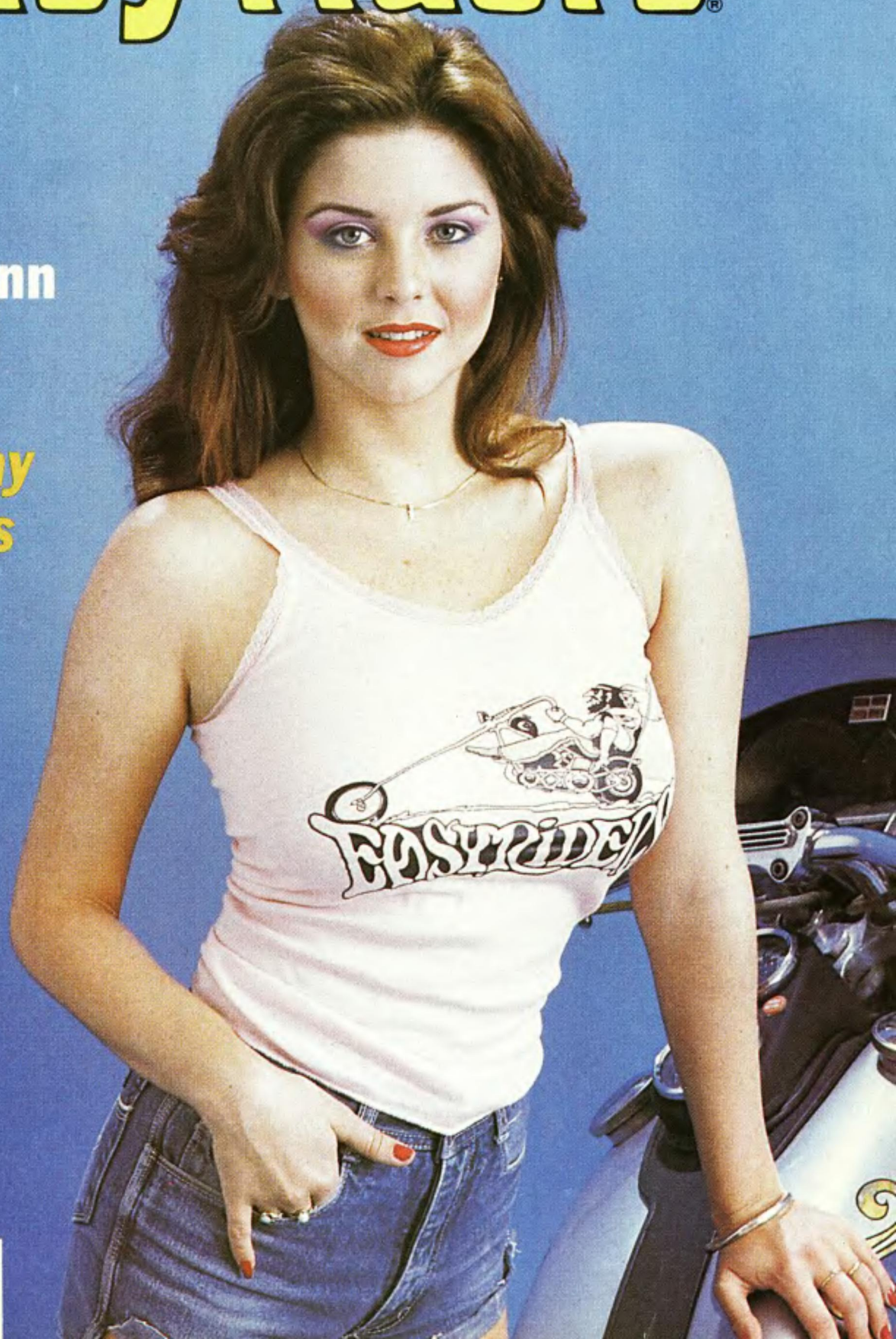
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**Speedway
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Poppin'
Honeys**

**Do Ya
Know
What Ya
Drink?**



It's Not A Job, It's An Adventure

Yes, 30 years ago a few scooter tramps and motorcycle nuts got this idea that they could fool their wives and ol' ladies into believing they had real jobs by publishing a zany motorcycle magazine. Actually, *Easyriders* has been a great front so that we could all play with custom scooters. Hey, it worked.

The 1980s saw big changes in *Easyriders*: The little biker lifestyle magazine that could, added pages, got fatter, offered better bikes and prettier women, and the content covered the gamut from humorous and whimsical to hard-hitting and controversial. Early issues of the magazine offered the tag line, "for the swinging biker" (though this soon changed to "Entertainment for Adult Bikers") and conjured images of wild parties and fast rides on unimaginably chopped machines. Loyal readers got into the act sending in artwork, poems, short stories, fiction, jokes, and cartoons that exemplified the *Easyriders* way of life.

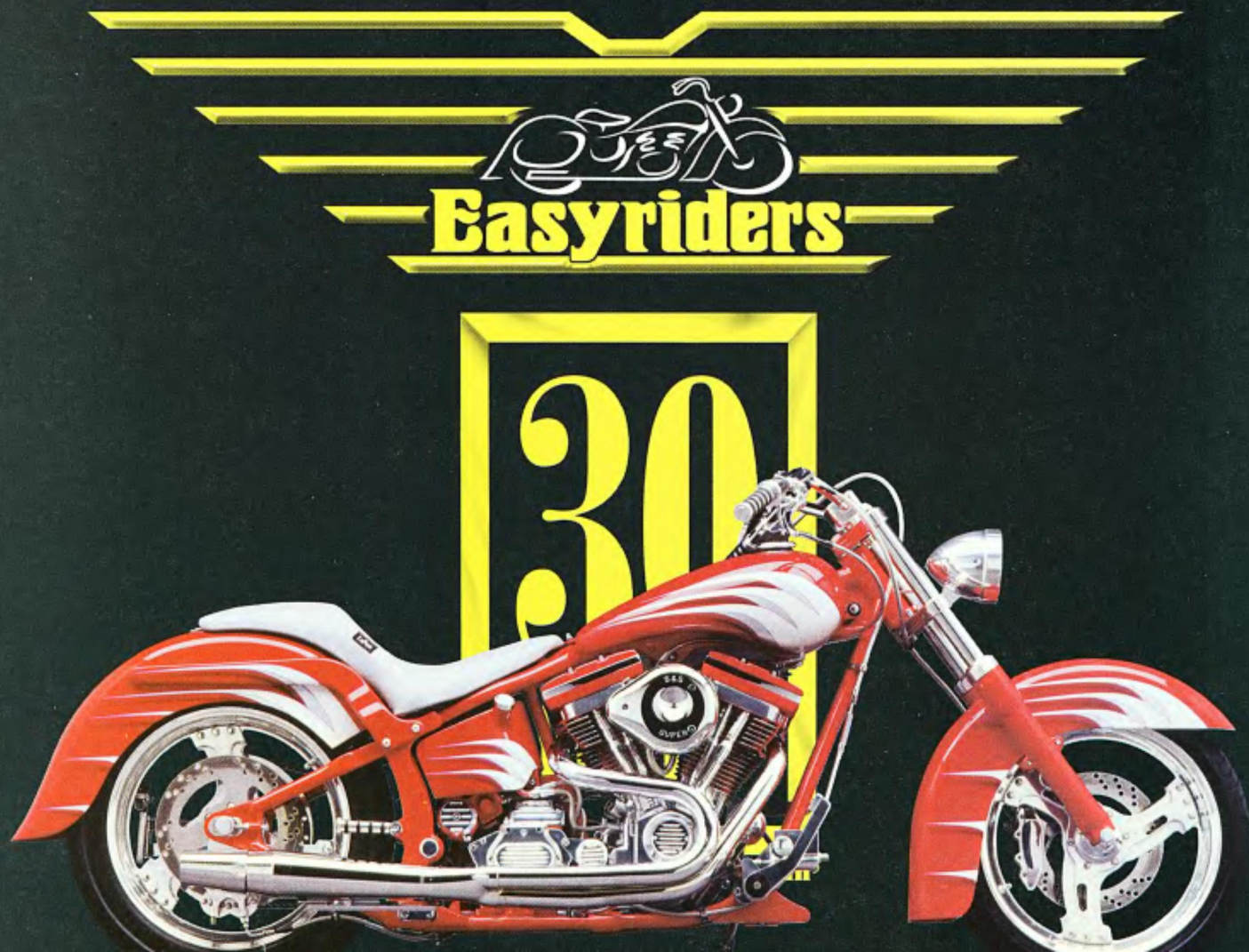
By the early '80s, we added more tech tips and legislative news, better photography, and more bike runs and events

coverage. During the same time, Harley-Davidson returned to private ownership and began producing the Evolution engine that revolutionized modern biking. Baby boomers bought into the lifestyle in record numbers.

As *Easyriders* turned 15 years old we became the world's largest selling motorcycle magazine for men on the newsstands. Our stable of magazines grew to include *BIKER* and *Tattoo*, our clothing and products line grew, and we closed out the decade by assaulting the salt flats in Bonneville. On July 14, 1990, *Easyriders* and the bikers of America took the World Land Speed Record on two wheels. The Harley-Davidson twin-shovelhead-powered Streamliner hit 322.150 miles per hour and over 10 years later—the record still holds!

One out of every 13 registered motorcyclists in America diverged on Sturgis, South Dakota, in August of 1990 for the 50th Anniversary of the Black Hills Classic and *Easyriders*' 20th Anniversary. We shook the Bad Lands with a party they still talk about. As we entered 1991, the future was so bright, we had to wear shades.

—Dave Nichols

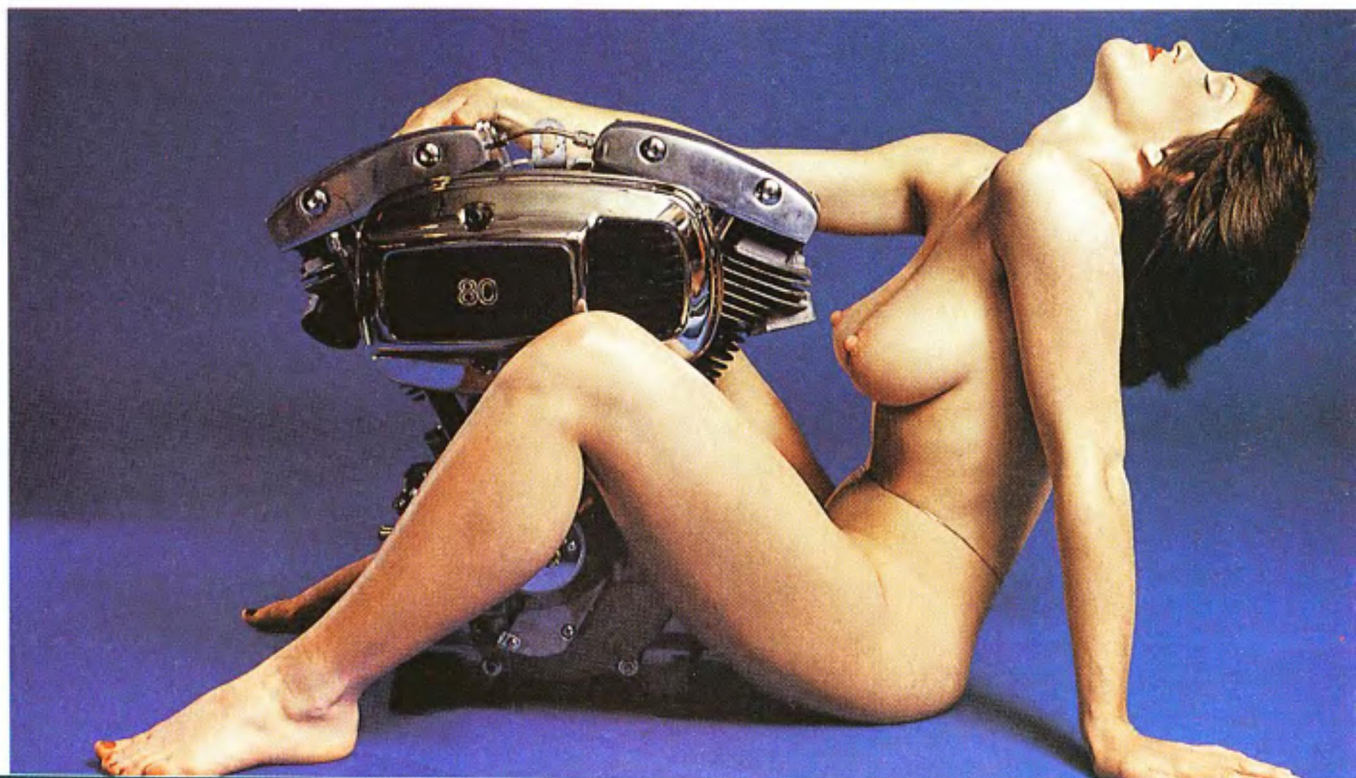
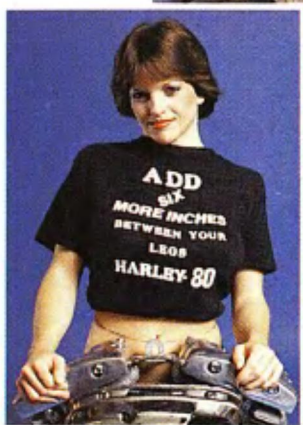


'80 Ladies Love Eighties

Model: Sadie Eighty
Hometown: Austin, Texas
Location: Texas

This was issue number 80, ya see, and the story goes that the photog was lookin' for a model to make love to an 80-inch Harley engine (preferably an 80-inch flathead). But, none was to be found. Then, low and behold, he ran across this chick buyin' her ol' man a new engine . . . I can't take it, it's fuckin' lame. But hey, you gotta admit those are some dynamite poke-your-eyes-out tits!

—Pond Scum



IN THE WIND '80



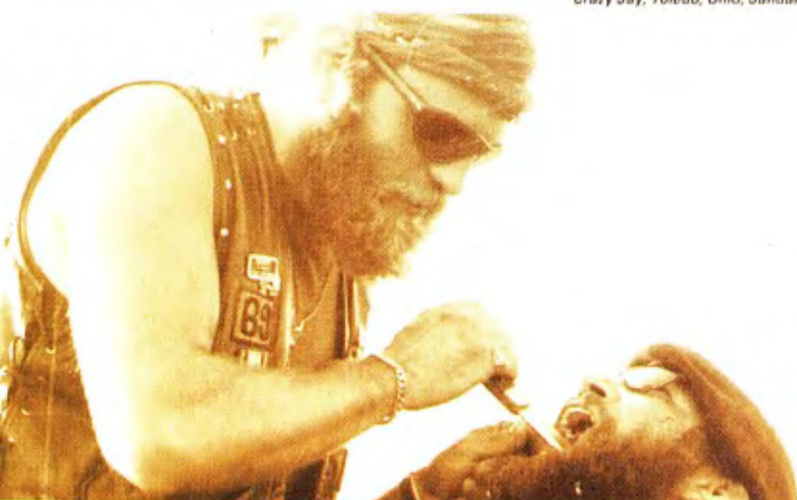
Ron Keller, Las Cruces, N.M., February 1980



Crazy Jay, Toledo, Ohio, January 1980



Dusty, El Paso, Texas, January 1980



Mr. Seginski, Reno, Nev., January 1980

1981

Praisin' Panheads

Owner: Don Coffey **Town:** Rochester, N.Y.

Builder: owner

Year/model: 1958 panhead

Engine builder(s): Bill White/owner

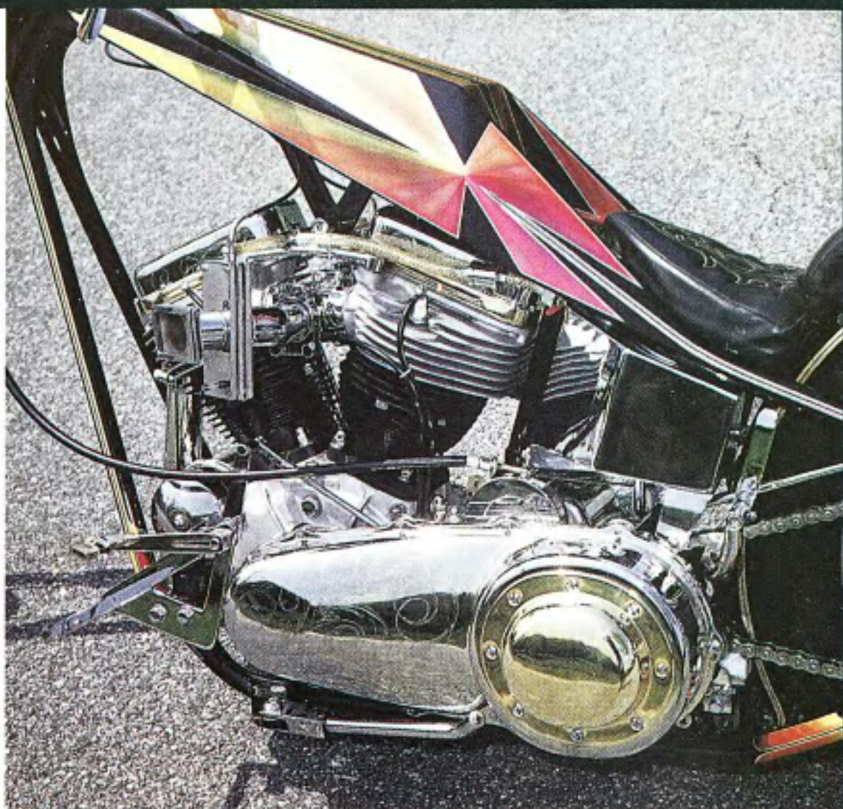
Chassis: Lance Grenanger/owner

Painter: Lance Grenanger

Sniveler discussed the fact that panheads were becoming scarce, but he also stressed that the compatibility of pan components keeps 'em alive and promising for builders.

Don, a tool and die maker, added handmade foot linkages to the custom frame, reworked the kicker cover to match the cam-cover screws, hid the rear master cylinder and top motor mount, and the list goes on.

—Wrench



Photos by Jake/Text by Sniveler





Camshaft Guide

We all know that until the arrival of Harley's new and improved Twin Cam power plant, the performance of a stock Evo Harley was pretty, uhh, conservative, to say the least. To remedy this embarrassing problem, most riders first elected to "tune" their hogs. They usually bolted on a set of performance exhaust pipes, rejacketed the carburetor, and slapped a free-flowing air cleaner on for good measure.

You can do that too, and it'll satisfy you for a while. You'll be the king of Main Street. Well, that's until some dude from out of town, riding a tricked-out FXR, blows your shades off at the traffic light on cruise night, leaving you three blocks behind in a thick cloud of burnt rubber and melted asphalt.

If you want more kicks out of your ride, you'll have to feed that engine of yours. And the only way to properly power it up, is through the use of a camshaft that's suited to your particular needs. Keep in mind that engines that are used on the street will perform better with a milder increase of lift and duration than more radical grinds. It's true that "bigger" cams produce higher peak output at high rpm, but on a relatively stock engine, a milder cam may feel much better to you for day-to-day riding.

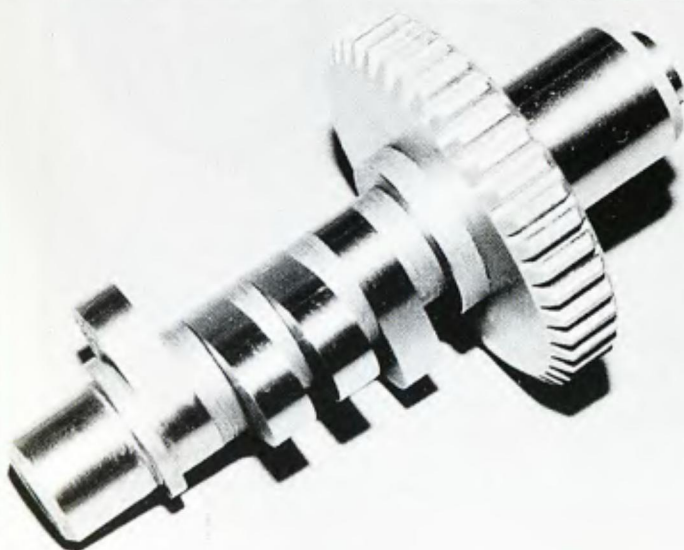
To give ya an idea of what's on the market today in terms of cams, we put together this li'l guide, listing various reliable sources for camshafts. The choice is yours, but make sure that you get as much expert advice and information as you can before you select a camshaft profile. The right choice will make a world of difference in the way your bike feels, and riding it will always put a big smile on yer mug.

—Lafayette

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Starting in the early '70s and continuing through the present, Andrews Products has used the latest technology and state-of-the-art equipment to design and manufacture camshafts. They offer a complete line of cams to fit most Harley-Davidson engines, including the new Twin Cam. Unlock the hidden performance potential of your bike with Andrews' wide selection of camshafts. They are all made from the highest quality material, and precision ground to the most exacting tolerances in the industry. For more information call or write for their free 36-page catalog.

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AXTELL

Axtell Sales, Inc., manufacturer of the highest quality big bore cylinders and pro street performance products, now stocks a .600 lift camshaft for Evolution big twins. This new cam is for the customer who wants stump-pulling bottom end performance. This cam will increase torque that is produced in the lower rpm range, without sacrificing top end performance. It is recommended for 97-cubic-inch to 106-cubic-inch motor combinations and can be easily installed with its short TDC lifts.

If you are running a different engine configuration, Axtell still has plenty of goodies for you. And we were told that they are currently developing performance components for the Twin Cam 88.

Axtell Sales, Inc. • 1424 SE Maury, Des Moines, IA 50317 • (515) 243-2518 • (515) 243-0244 fax • realpowr@netins.net • www.prostreetpower.com

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1982

Long Time Coming

Owner: Richard Cruz **Town:** Porterville, Calif.

Builder: Rod Peyron/owner

Year/model: 1951 FL

Engine builder: Rod Peyron

Chassis: 1951 rigid, 6-inch stretch

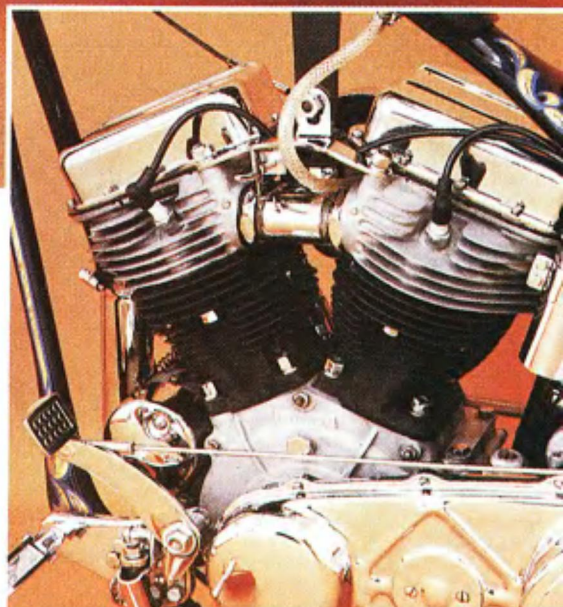
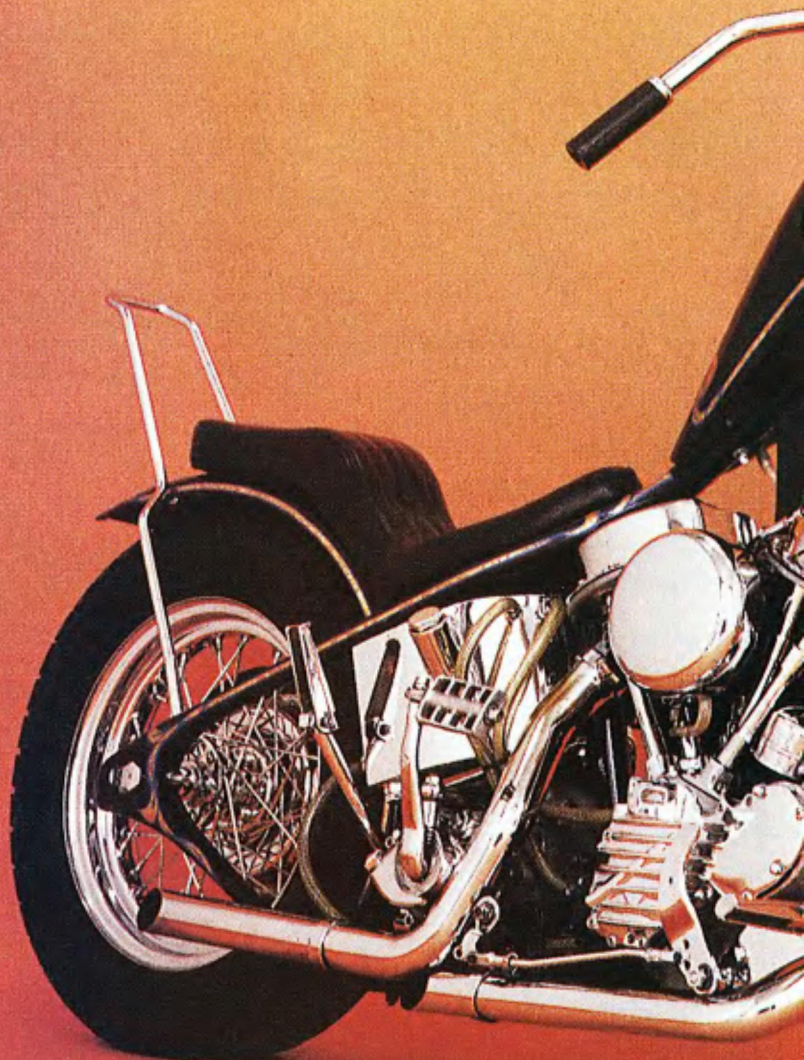
Painter: Rod, acrylic enamel
candy blue over black

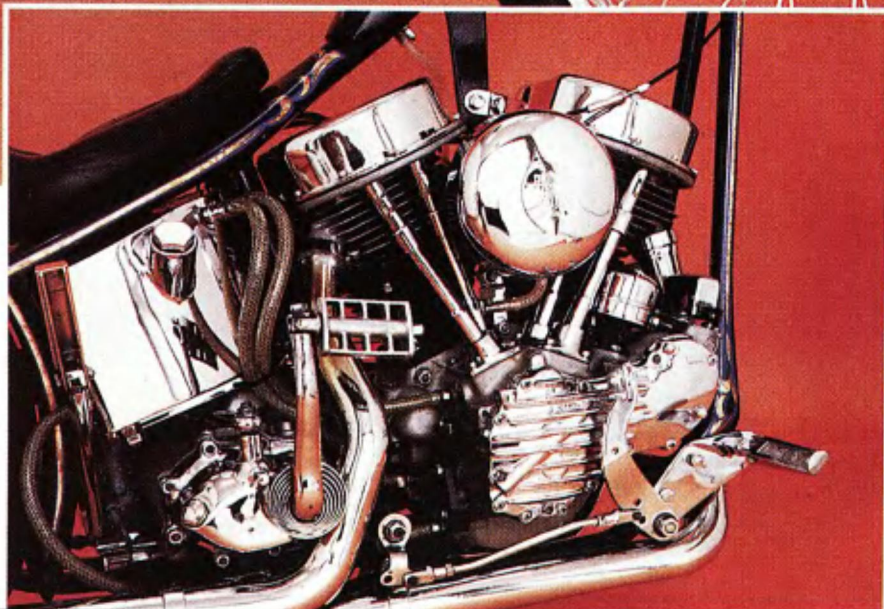
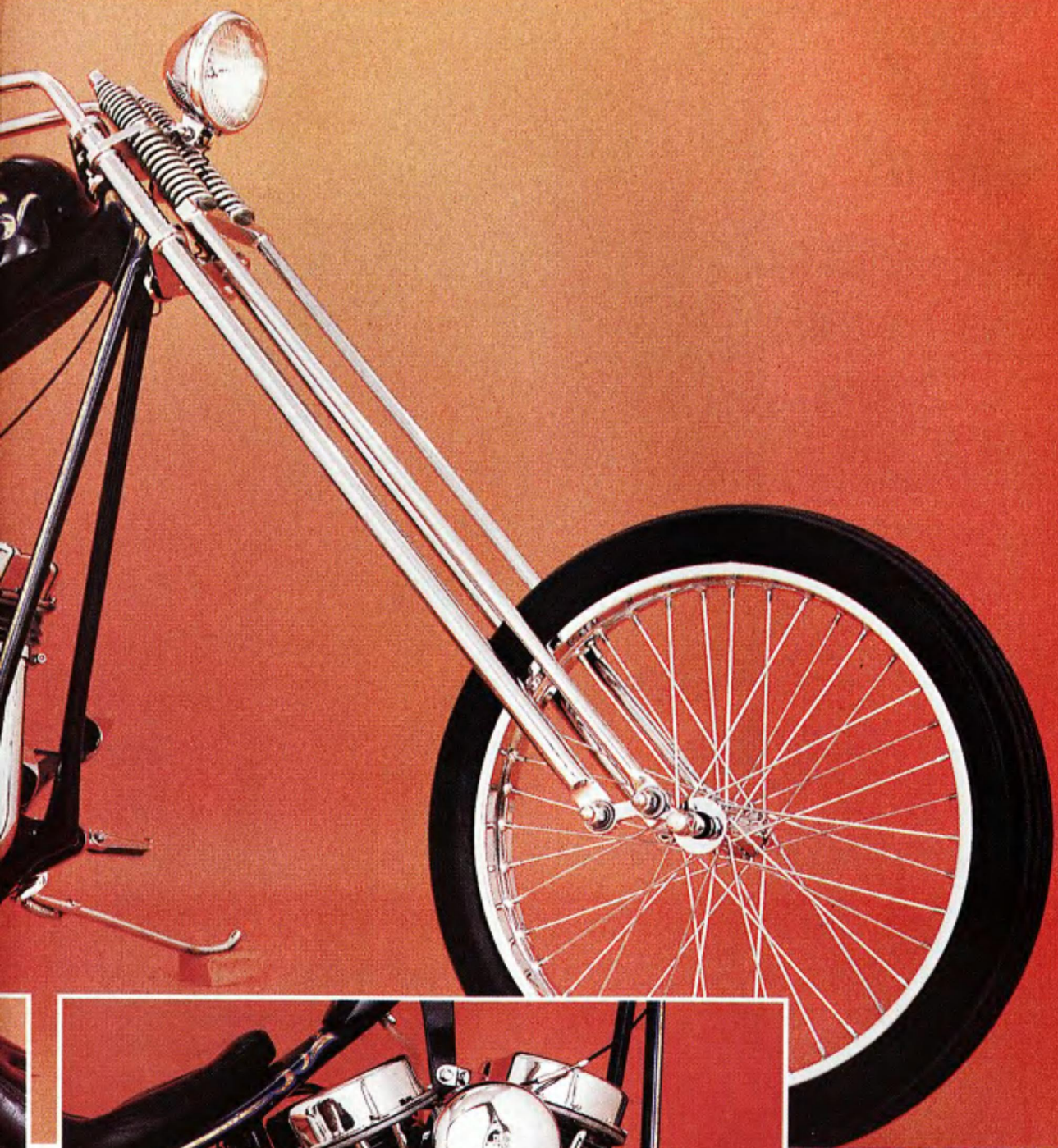
This excellent example of a wild California chopper, from those halcyon days of yore, went against the grain with Richard's Nor-Cal bros, who had a milder style in mind for him.

But Richard, into the sleek, low-slung look, stuck to his guns and after what seemed like an eternity of altering and rebuilding, the scoot was completed just the way he'd wanted.

The first place trophy he collected for best customized old bike was all the assurance he needed that he'd done the job right.

—Bomber





Photos by Pete Chiodo/Text by Loudmouth

'82

Candi

Model: Candi

Hometown: Any p-pad

Location: We ain't coppin' to nothin'

Candi's ample casabas provided an easy target to focus on for the photographer, and made it hard for the scribe to concentrate on anything else, like scribblin' the story.

Wombat eventually got his shit together and proceeded to launch into an in-depth dissertation on the benefits and pleasures of humongous melons—presumably from personal experience. Everything from outright grippin' to sensuous lickin' was discussed in a most scholarly way. Even our trusty, dedicated photog eventually copped to the fact that all those tits were making his job one continually hard time.

But the bros toughed it out yet another month, and the next thing ya knew they were out beatin' the trail for more hot tail.

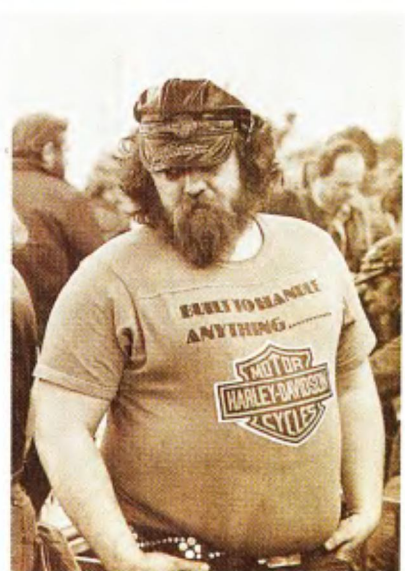
—Pan Man



Photos by Billy Tinney/Text by Wombat



IN THE WIND '82





DAYTONA: DAYS C

Daytona Beach's anti-topless dancing ordinance went into effect midnight after a circuit judge refused to postpone its implementation. Circuit Judge Michael Hutcheson handed down the decision denying a request from seven topless bar owners to delay enforcement of the ordinance. . . he said the bar owners will suffer no irreparable harm under the new measure.

*—Daytona Beach News-Journal,
December, 1981*

Don't get me wrong. I'm not saying that Daytona isn't still a ball, an all-out bikers' heaven where the broads often seem to outnumber the bikes every Speed Week. Don't get me wrong, I wouldn't skip Daytona for half a ki of buds — despite an ever-growing list of rules, regulations, and official threats that this year took a whole page of the rag to publish and over an hour to read. No, I am not, I repeat, am not, snivelin' about

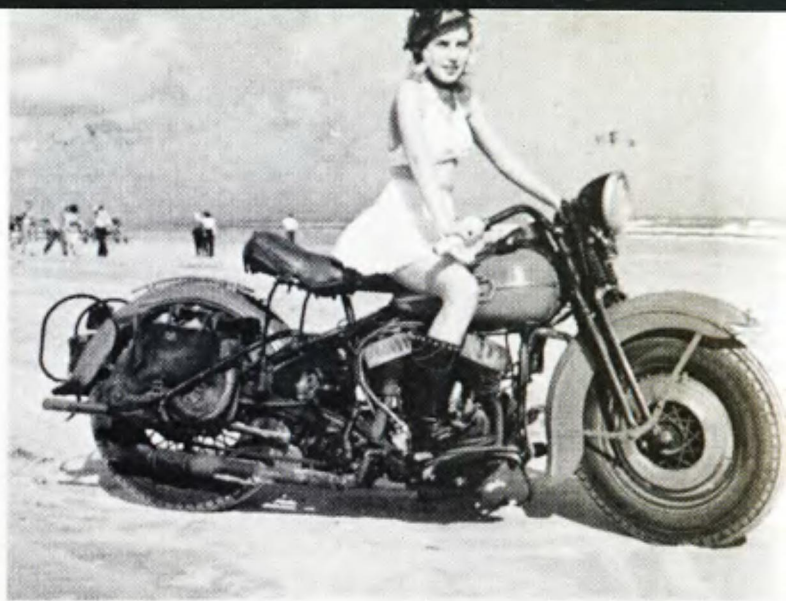
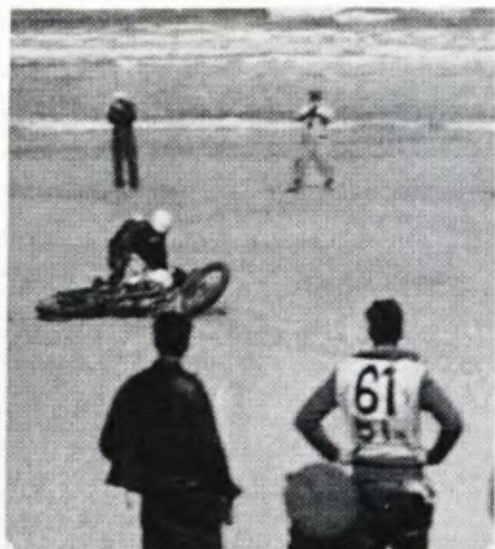


F SPEED & SAND

Daytona being a drag. Still... the old Daytona, the days-before-the-speedway Daytona, the hardcore-only, rider and racer Daytona, must have been the King Hell party event of all time.

Much as I hate to admit it, good ol' boy bikers were not the ones who originally discovered how well-suited Daytona's 500-foot wide stretch of hard-packed sand is for both profiling and racing, for setting speed records, and for impressing girls with the gleam of your chrome.

The first dudes to actually engage in wheel-to-wheel combat over the sand were cagers — rich cagers at that — way back in 1902. As they say in Italy, that's right, 1902 — 80 years ago. In 1902 some guests at Henry Flagler's Ormond Beach Hotel (Flagler built resorts throughout Florida to drum up business for his Seaboard Coast Rail Road) started joy riding their early jalopies on the sand. One thing led to another, and soon informal races were being



run and hundred-dollar bills — big bucks in those days — were changing hands.

By 1903, a racing association had been established and speed freaks (it meant "guys who liked to drive fast" in those days) from throughout the world were traveling to the beach to "run what they brung."

By the '20s and early '30s bikes were being run on the sand, particularly in straight-line speed record tries, but the spotlight was still on the car racers — particularly Sir Malcolm Campbell and his famed Bluebird, who set a land speed record of 276mph on the beach in 1936.

It turns out that '36 was a big year for Daytona in another, more lastingly important, way — it was the year Bill France, Sr., then a struggling young racer, began organizing and promoting fixed-course racing on the beach.

Just about everyone in racing, car or bike or boat or airplane, has heard of Bill France. Stories abound of how he almost single-handedly created big-time stock car racing, of how he controls NASCAR with an iron fist, of

how he enabled race cars to finally break the 200mph lap barrier by building huge banked ovals at places like Talladega. Few remember, though, that France started about as small as you can get, running races on the sand in front of temporary grandstands.

In 1937, France decided to cancel a 200-mile motorcycle race that had previously been held in Savannah, Georgia, and hold one in Daytona instead. A slightly longer than two-mile course was laid out on the beach in what is now the Ponce Inlet section of Daytona. The course consisted of two straightaways — one on the sand and another over a buckling black-top road that ran over the sand dunes down the length of the beach — and two curves.

Ed Kretz, Sr., who won that first race on an Indian 45, remembers that course. "The corners were really hard packed and smooth," Kretz, whose 37.34-mph average bettered the old 200-mile Savannah record by over 10mph, recalls. "The asphalt was full of holes and the straight over the sand was soft and uneven. That's where I won the race, I didn't slow down



Photos from Greg Waynick



for that part." A non-finisher in that first race. . . Bill France, "not much of a racer," Kretz says.

By the middle '50s, commercial growth around the original race site had forced the track farther up the beach. The new track was 4.2 miles long. Each straight — as before, one was on sand and one on asphalt — was one mile, with each turn eating up 1/10th.

Despite this change, the law of supply and demand was catching up with the beach races at Daytona. Public interest in the annual 200-miler had always been high, crowds of 25,000 were not uncommon in the early years — sensational attendance for bike races in those days. By the late '50s, interest in both car and bike racing at Daytona had grown so much that the number of fans trekking south for the major events couldn't be accommodated on the beach, so, in 1959, Bill France built the Daytona Speedway.

The year 1960 marked the last Daytona 200 held on the beach. Brad Andres won the race with a 98.06-mph average on his Harley.

Dropping out with a burned out clutch was Ed Kretz, Sr. on a Triumph. "I wanted to win the first one and the last one," he says, "but they (the bike builders) told me the bike wasn't built to go flatout all the way around the track. They said to drive it fast on the smooth parts and slow down over the rough ones. I said, 'I came here to race.'"

In 1961, the race moved to the Speedway where it's been held ever since. Roger Reiman copped the '61 trophy on a Hog and New Zealander Graeme Crosby became this year's winner when he pushed his bike over the course at a record-breaking 109.103mph.

No doubt about it, the Daytona races have been through some changes over the years. But, as the accompanying pictures prove, one theme remains constant — a theme composed of men and machines and the women who love 'em, of seagulls and surf and the sun, of all the sounds of brotherhood, of voices and glasses raised high to toast the approach of another summer's riding on the wind.

—Trampo

1983

Detail Freak

Owner: Alan Stubbings **Town:** Mojave, Calif.

Builder: owner

Year/model: 1949 shovelhead

Engine builder: Stevie/H-D of Long Beach

Chassis: 1936 H-D/VL frame, many alterations

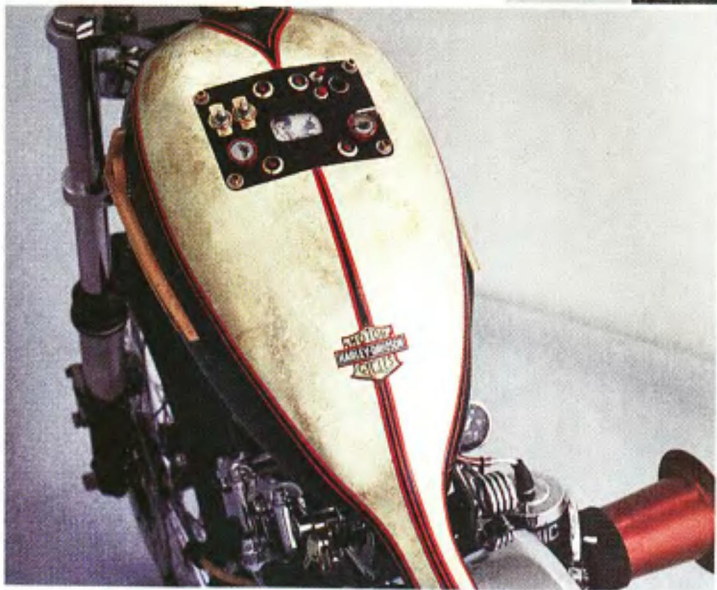
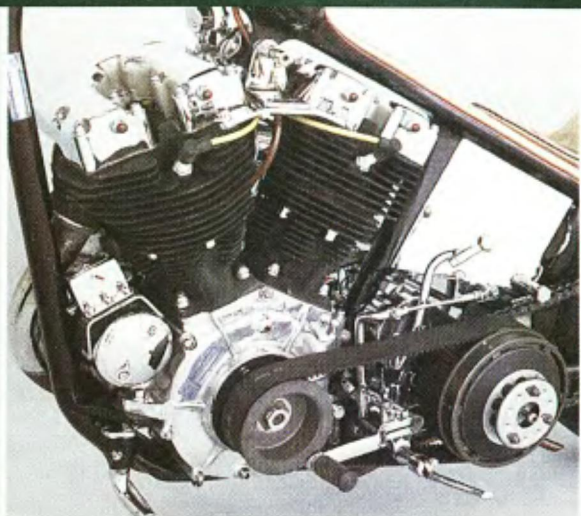
Painter: black acrylic lacquer, goldleaf by owner

This was the rebirth of Alan's 82-inch pan/shovel, previously featured in March of 1976.

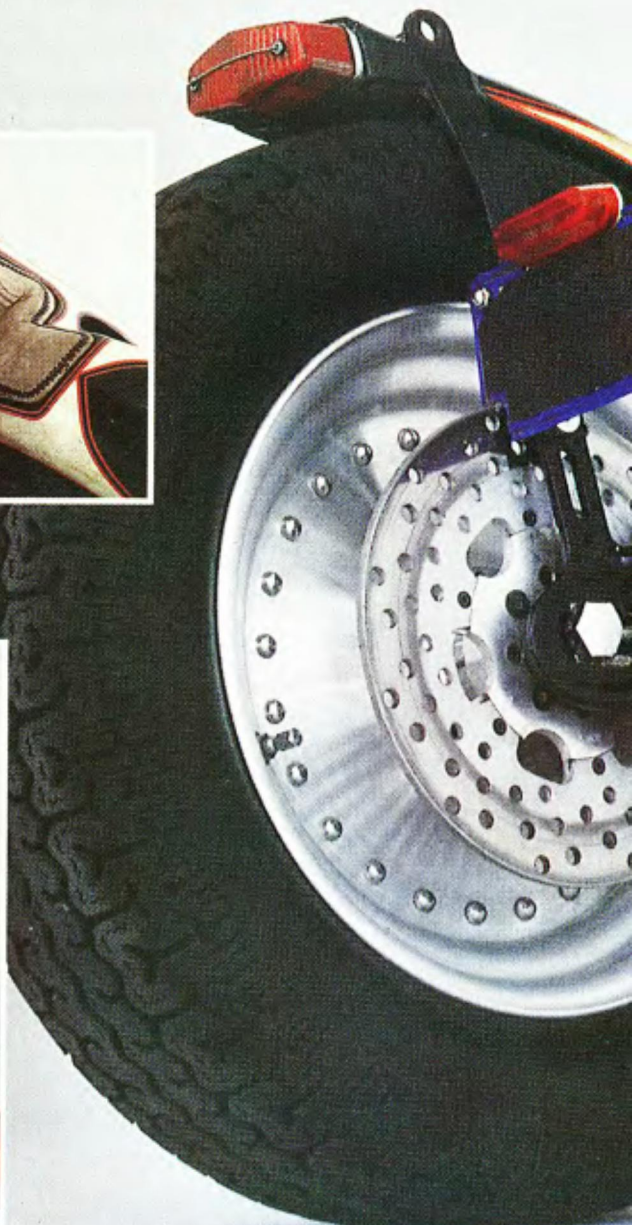
Dumpin' his original creation in the desert gave him an excuse to express some new ideas on a rebuild. To stop that new 15-inch Sifton solid rear wheel, Alan built in a mechanical disc brake setup to work like power brakes. Notice the handmade caliper mounts on the front dual discs. And on top of that beautifully molded frame he expertly added about a ton of gold flake.

I'd surely give this ride my vote for the avant-garde bike of 1983.

—Rancid Meat



Photos by Pete Chiodo/Text by Frank





'84

Daughter Of The Confederacy

Model: Melody

Hometown: Southern Georgia

Location: Southern California

Melody longed to return to the days of the Old South. If she had it her way, she'd be livin' on a big plantation, waitin' on the porch for her gentleman caller to ride up and whisk her away to the barn for a long evening of screwin' in the hay to the sound of the wind through the Georgia pines.



Photos by Pete Chiodo/Text by Butcher



1985

Tennessee Stud

Owner: Dirty Bill Hampton **Town:** Roan Mt., Tenn.

Builder: Rick's Custom H-D

Year/model: 1977 shovelhead

Engine builder: Rick Doss

Chassis: E-Z Go/Rick Doss

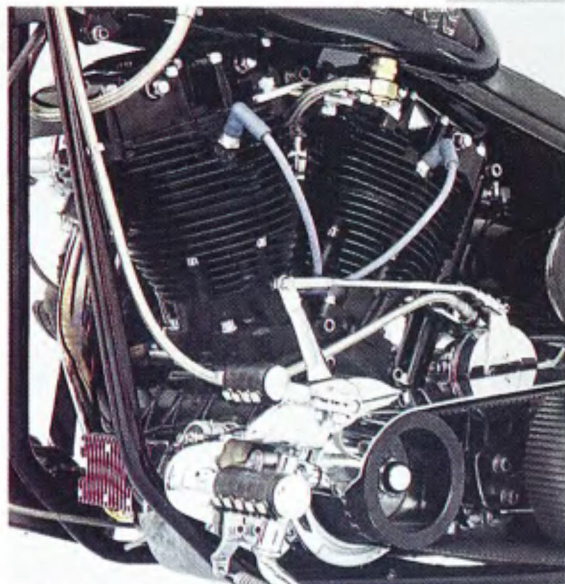
Painter: Teresa Crane

Although it only took two months to build this bike, it turned out to be an easy-ridin', big-bore (94 cubic inches) mile burner with plenty of guts and a helluva message on its flanks.

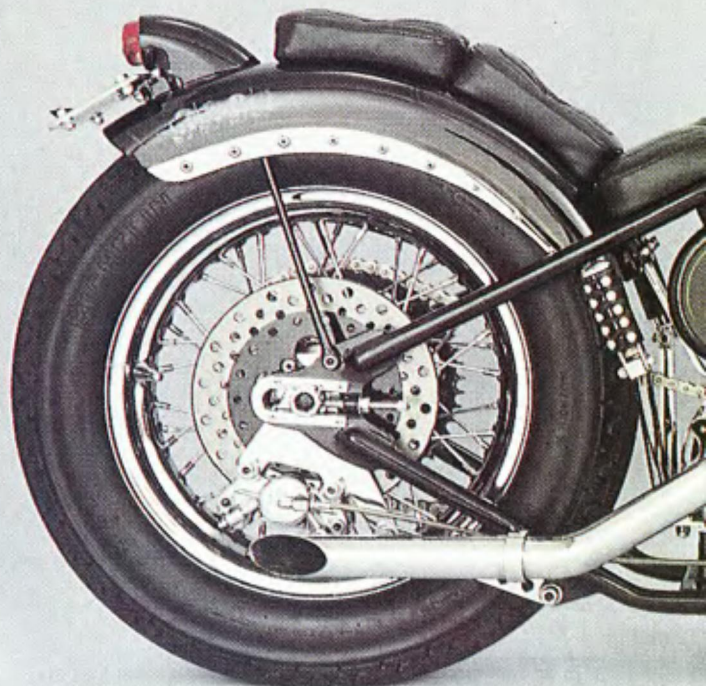
The fender and tank art, which the scoot's owner, Bill Hampton, called "Equality," is without a doubt the most striking part of this motorcycle (aside from the various other knick-knacks, like the two-throated Dell 'Orto carb or the funky looking taillight). Indeed, Bill dug his artwork so much, he wears a copy of it tattooed on his back.

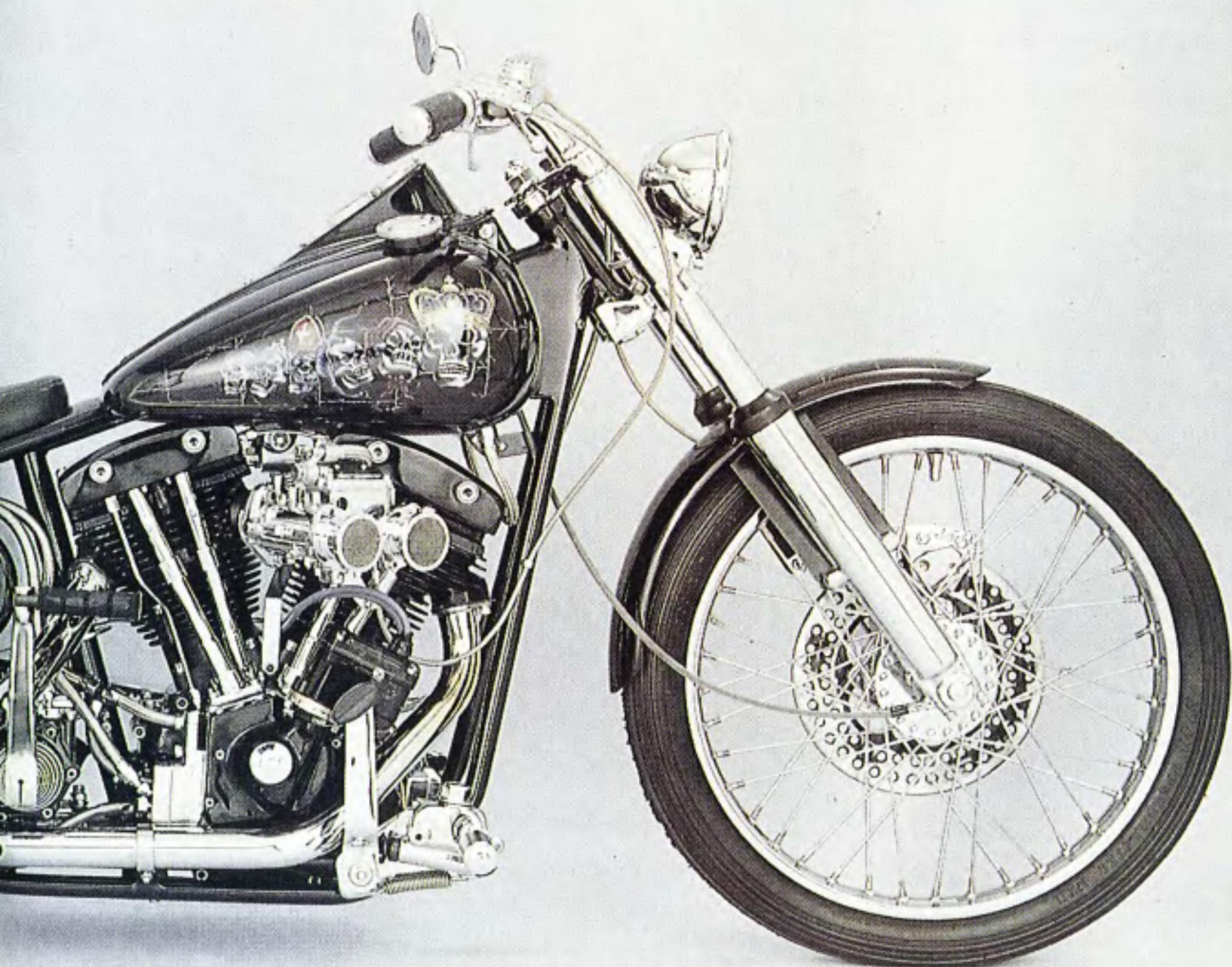
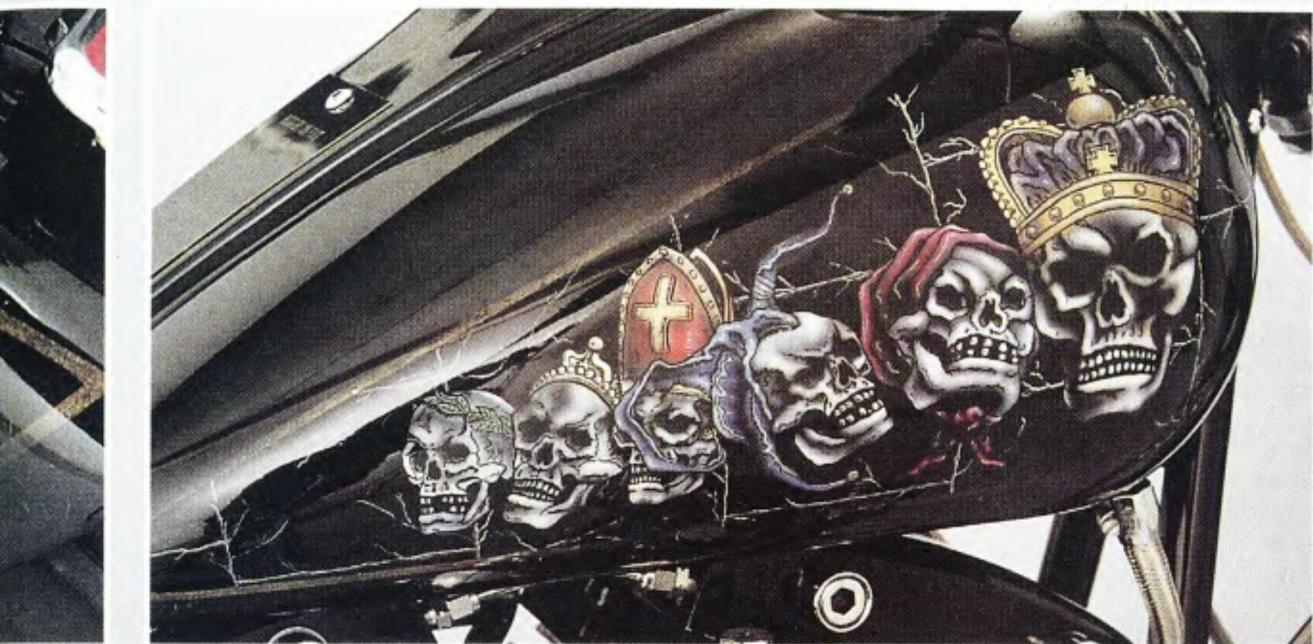
Now, that's dedication.

—Red



Photos by Pete Chiodo/Text by Grape





'85

A Few Bar Fights

Model: Jasae
Hometown: East L.A.
Location: North Hollywood

It was an all-knuckle issue, and Spider wanted a chick "who's caused a few broken ones in her time." That was Jasae, the purtiest señorita this side of El Paso. She had a simple philosophy, which was probably the reason so many dudes got into it with each other: "I think it's silly when dudes fight over me. They're just horny, and it's so easy to get laid."

—El Rojo



Photos by Pete Chiodo/Text by Butcher

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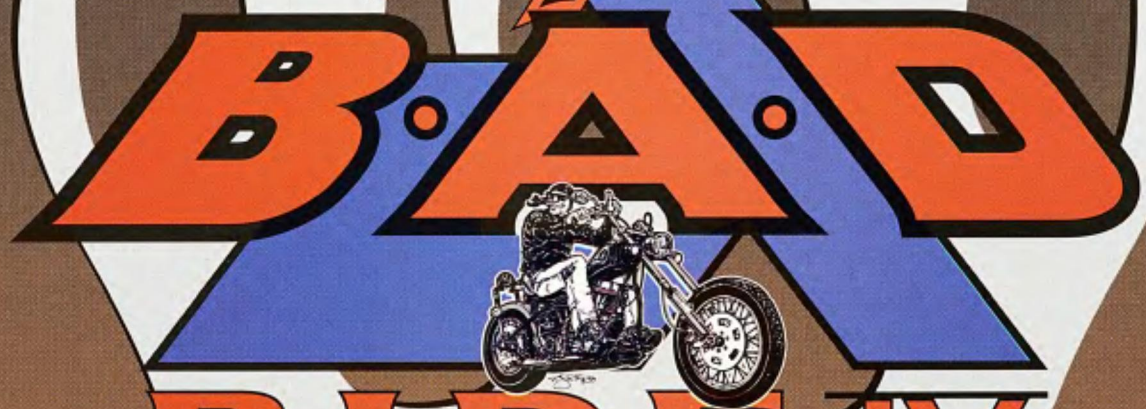
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No matter which way I went, I would come to a place where people were just as high and wild as I was. . . There was madness in any direction, at any hour. . . You could strike sparks anywhere.

—Hunter Thompson

The time — and indeed, it was a time of high, wild madness — was the late '60s, and I'd just fallen through a paper bag and landed on my ass. No, it wasn't a real paper bag. It was a pro-weed magazine called *Paper Bag* that I'd figured the world was ready for. But as the first guy I would ever hire for *Easyriders* likes to say, "Surprise, surprise." I'd figured wrong. (A few years later, when *High Times* came along, the world was ready.) Still, I didn't much care. "Fuck 'em if they can't take a joke" was my motto. If they didn't like my magazine for dopers, I'd give 'em something to really freak out about — a magazine for bikers.

And so *Easyriders* was born. Like a lot of tough little bastards, it was delivered right on the kitchen table, my kitchen table. In case you're wonderin' what it looked like, that's the first cover on the opposite page.

Easyriders was gonna be different, was gonna be everything all the shit books I'd worked on for other people weren't. No Jap crap or factory-stockers, for one thing. No ass-kissing to advertisers, for another. We'd talk to the readers the same way they talked to each other. And we'd fill a good part of our pages with pictures of the pretty poontang that rode behind us — another revolutionary idea. Other bike rags were edited as if God hadn't yet gotten around to creating woman.

The biggest difference, though, was in the people. I hired the most off-the-wall guys I could find — mechanics, welders, drifters — hardcore free spirits all. The first was Spider, then Frank Harding and Pete Chiodo. After the first issue came Hal Robinson — one helluva catch! — and a few issues later, Keith Ball. Next we moved from the kitchen to a converted garage and got Izzy Petty, our Mother Superior ever since.

What a bunch. Every one of them totally committed to what we were doing and every one hired by gut feeling, not by resumes and samples and references.

Flash ahead 12 or so years. We'd just moved into our new offices and hired a bookkeeper. Just about the first thing he wanted to do was check out the "personnel records." The poor turd never really recovered from finding out we didn't have any. He's no longer with us, but the gut-feeling method of staffing the rag must have worked, 'cause most of those early people — except for those who have passed on — are still here, crankin' out the best-selling bike rag on the newsstands month after month.

There were, of course, a whole shitload of other things we did differently, too. Like taking a bike right into the photo studio and treating it like the jewel it is. We lit it so each part was perfectly visible. Can you believe (or worse, remember) that the traditional bike rags of those days usually printed the engine cases so dark you couldn't see any details?

And we got involved with our community in ways none of the other mags would dare — with swap meets, and tit contests, and lots of rock 'n' roll.

Then there's the thing I'm proudest of — all the years we told Big Brother to make like a fag and fuck himself. I never could stand that geek — Big Brother — telling me what to do, so when he started pushing mandatory helmet laws, we pushed back by banning helmet advertising and organizing ABATE. Fifteen years later, here we are still pushing. . . and, son of a bitch, you're still pushing with us. Well, pop a can of suds for that. We'll stomp the shit out of the fucker yet.

Now let me bore you with some "war stories." It was late at night and Bandit decided on a breakfast run to Frisco, about 400 miles up the coast. After we'd each stashed a fifth of Jack Black, we hit the concrete, but about halfway there someone noticed ol' Bandit had done a fade. Backtracking a few miles, we found him lying in the middle of the street with his scooter on top of him and some slimebag goin' through his pockets. We gave the scavenger a quick refresher course in ethics and then turned our attention to Bandit, who seemed to have simply decided not to allow a run to San Francisco to interfere with beddie-bye time — he'd merely fallen asleep and keeled over.

Strange how the man could stay zonked with an exhaust pipe cooking his big toe, right through his boot (the JD musta helped). We got him to a hospital, but the doc had to lop off the fried toe. Shit, it's probably being served to tourists in a bar drink by now.

And then there was Robinson, an absolute prick when "under the influence." One day he staggered out of a bar, walking on his knees, and found himself nose to chrome with a righteous scoot. He fumbled for paper and pencil and was just starting to draw when some patchholders came by and asked him what the fuck he was doing, down by their bikes. Robinson being Robinson, he responded, "What the fuck is it to you?" So they explained it to him. He didn't draw anything besides painful breaths for weeks.

Then there was the time this really class chick kept hunting for Spider at a swap meet. She finally tracked him to his motel room and went right over, catching Rip, Beep, J.T., and Spider just generally raisin' hell. When she wiggled her department-store-garbed, nice (as in sweet, not sweat) smelling bod into the room, paranoia waltzed right in behind her.

Finally Rip and Beep yanked Spider into the john and told him that she must be a narc, that nobody dressed like that at a bikers' swap meet. Then they went through his pockets, shoes, and maybe his asshole (nobody's ever copped one way or the other) to make sure he was clean before they'd let him take the bitch out. Nothin' happened, but she did ask some mighty strange questions.

And then there was the fire. . . a real California mountain-burner five miles across and 20 miles long. Our offices at that time were in the hills right at the fire's mid-way point and when the fire crews came through ordering everyone to evacuate, Frank and Spider and Kim wouldn't go and stayed behind to work the hoses.

Soon the flames were so close — and the heat so intense — that all three rolled their scooters right next to the pool and jumped in, ready to pull the scooters in with them if they had to. But the inferno jumped them and we suffered no casualties. Everyone else in that 100-square-mile area was burned out, but our buildings weren't touched. Guess somebody in Harley Heaven was watching over us that day.

Those are just a few of the war stories I could tell, but what I like to remember best about the last 15 years is the way the guys (and gals) always pulled themselves together — despite all the all-nighters, all the battles, all the bottles, and most of all, all the sweet days when the canyon roads were crying "Ride me, ride me, ride me" — and got the issue out, 156 of 'em last time I counted.

So, to all our staffers, past and present, and to all of you — who've put up with 15 years of our fuck-ups and gross-outs, our "69" page numbers, and our backwards issues — happy fucking birthday to us all. I'd like to say that the next 15 years will produce memories to top the past, but I can't. There ain't nothin' better than the best.

—Lou Kimzey

1987

Los Gatos Flyer

Owner: Sammy Newsom **Town:** Los Gatos, Calif.

Builder: owner and Puccio

Year/model: 1982 drag; 1986 street

Engine builder: owner and Jeff Boddie

Chassis: 1986 Arlen Ness and Puccio Welding

Painter: Dennis Dardanelli, pearl white, candy blue and cherry

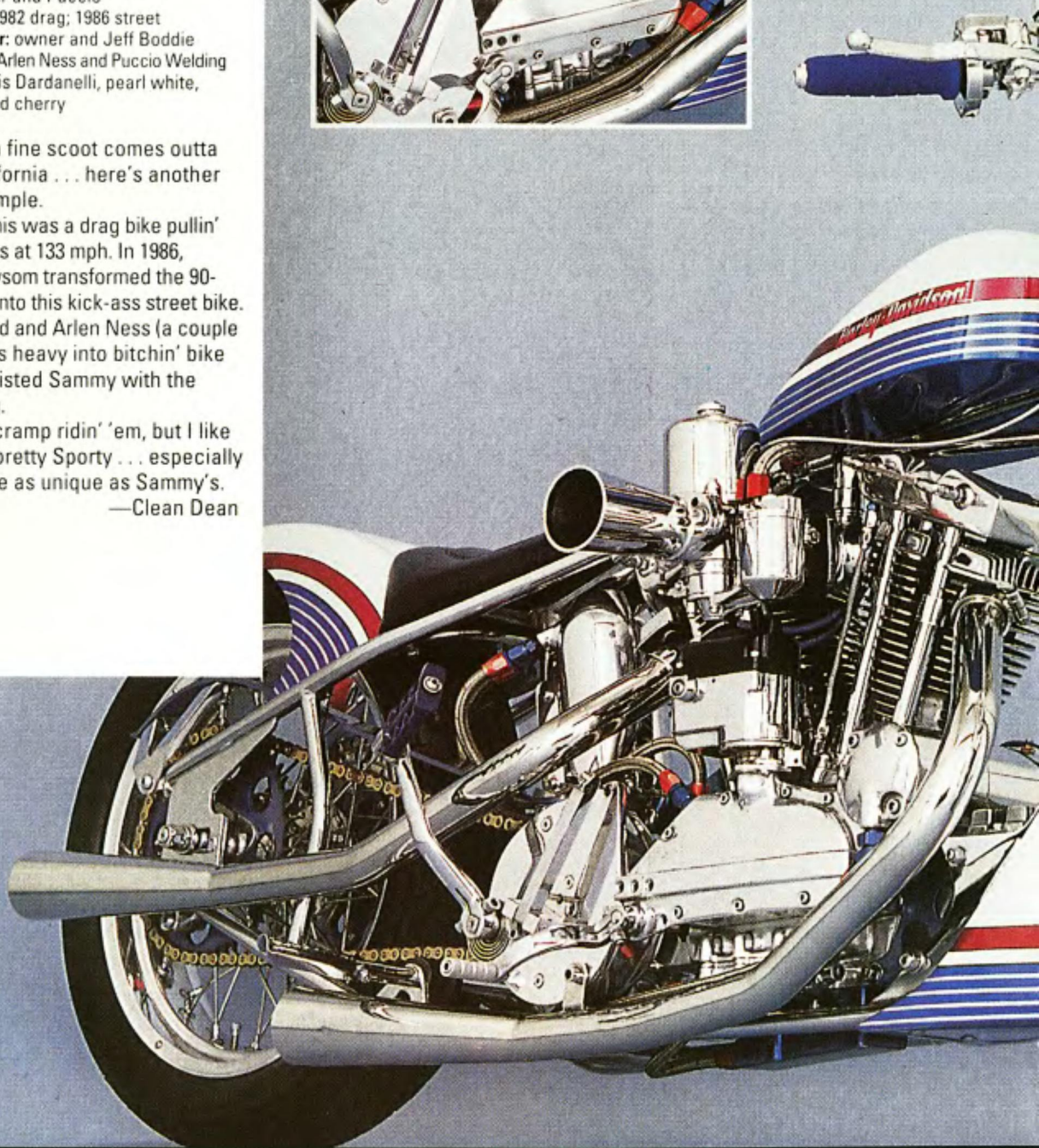
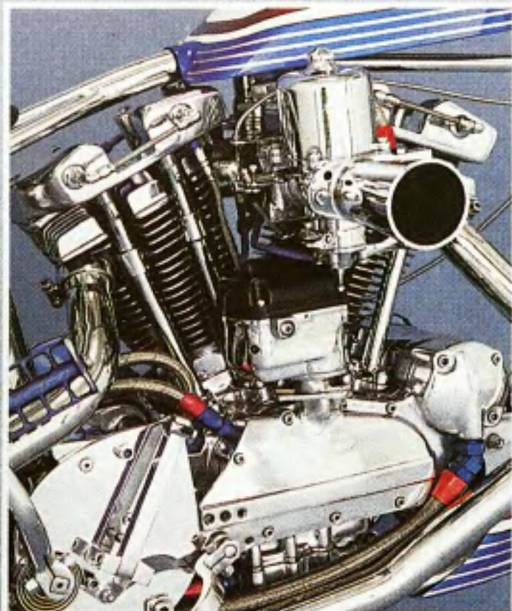
Many a fine scoot comes outta Central California . . . here's another perfect example.

In 1980, this was a drag bike pullin' down low 10s at 133 mph. In 1986, Sammy Newsom transformed the 90-inch Sporty into this kick-ass street bike.

John Reed and Arlen Ness (a couple of his friends heavy into bitchin' bike buildin') assisted Sammy with the modernizing.

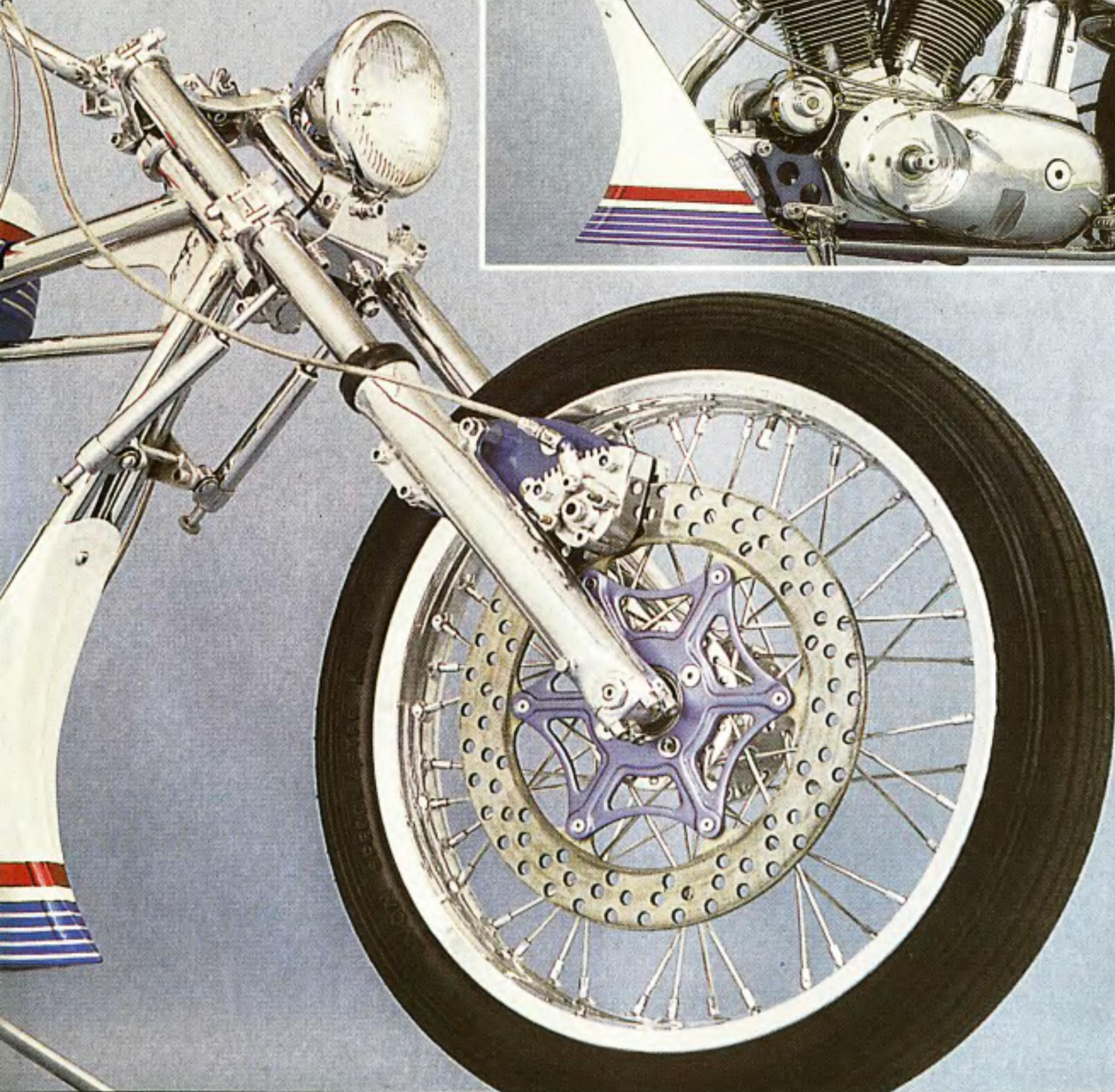
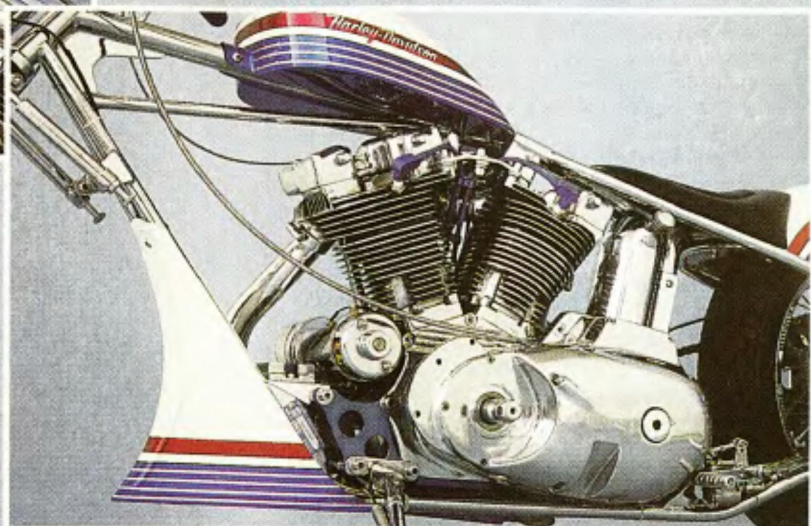
My legs cramp ridin' 'em, but I like lookin' at a pretty Sporty . . . especially when they're as unique as Sammy's.

—Clean Dean



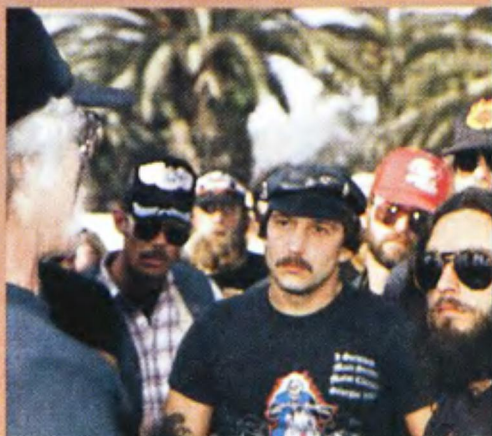


Photos by Pete Chiodo/Text by Snake



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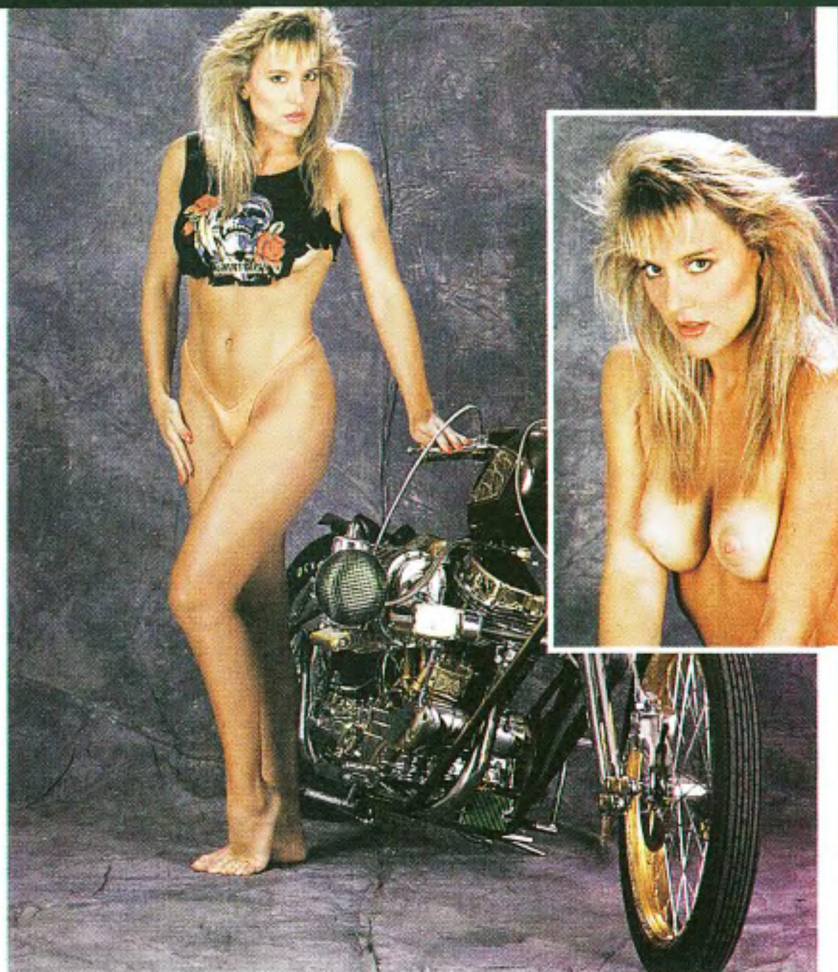
Zuvella's Venomous Vehicle

Owner: Rex Zuvella **Town:** Phoenix, Ariz.
Builder: owner
Year/model: 1959 panhead
Engine builder: Dennis, Stubbs H-D
Chassis: Arlen Ness rigid
Painter: Bob Mayhew
Model: Sandy

Tall, leggy Sandy was on the cover, and showed a chassis that complemented Rex's raked and stretched pan.

Lotsa handcrafted items made up this piece o' art—from the risers to the filigree work and the Magnussen blower feedin' an SU carb—but the wildest touch was the rattlesnake skin upholstery on the seat.

—Sharp



Photos by Silvermoon/Text by Ram Pan Man



'89

Snow White

Model: Snow
Hometown: Aspen, Colorado
Location: Lake Tahoe, California

The most difficult part about getting this issue onto the newsstands was the part where Snow White's bodaciously ample chest kept bulging outta the pages; it was damn hard to get the rag closed and wrapped for sending out. But we squeezed and wheezed and finally, after many an hour of measuring and adjusting, nipping and tucking, there she was, ready for the world.

The only way we could get her in, was by stripping her of most of her clothes. But, whatdafuck, seein' how nipple-chippin' cold it was, we left her with a scarf.

—Bro Grimm



Photos by Silvermoon/Text by Renegade



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BERTIN'S, NASI-BUILT, SCORCHER

"What do you mean, you're going to Daytona. Well, yeah I want to go, but we have a friggin' magazine to put out and I need to shoot your bike for this issue. Look, it's not like you're gonna ride it there, why don't you just drop off the bike with...hello?" Yup, all those who've always said they wanted our jobs...step right up. Can you believe it? Wanting to go to Florida in winter, hang out with scantily clad women, and ride around with no helmet.







Don't they understand that the rest of the population wants the next issue of this beloved mag? Don't they care? Oh yeah, like you woulda stayed.

Although we played with the dialog a little, that was pretty much our side of the conversation as we tried to convince Richard Bertin (hey wasn't he married to...) that we needed to shoot this month's feature on his scooter. "Look, Dick, can I call you Dick? No? OK, Rick, we're gonna put a big-titted woman on your ride and...what's that? You can get one to do it in Daytona? Well yeah, but it's for the magazine...hello?"





Man, some people and their quests for flesh and fantasy. Not me, the bike owner!

When we finally contacted Richard, don't call me Dick, he sounded very rough around the edges, but was more than willing, and ready, to grace us with his presence for the photo shoot—oh yeah, he even brought the bike. And not a bad-looking one at that. A blue and red flamed Nasi custom with some neatly placed skulls—including the one where the eyes light up when ya stomp on the brakes. "Yeah, that light setup is pretty trick," began Rick, "they also serve as running lights and turn signals." And, according to Jim Nasi, builder of this fine specimen, "this bike has garnered its share of attention in my showroom." Those were the last words Jim had to say, for those of you who know him...you understand.

"I rode a lot of different bikes when I was growing up," Rick felt he needed to pick up the lull in the conversation, "but, since I had grown up in the muscle-car era, I kinda took a 30-year break in motorcycling. Then in '98, I bought a Fat Boy and started tweaking it a little here and there. By the time I wanted to heat up the engine, I realized I was going to be spending way too much and felt like building my own instead." So, Rick went looking for parts and the like and stumbled across Jim and his crew in Daytona last year. "I was very impressed with what he was building and decided to pick his brain and see what the two of us could work out."

Rick didn't just dump a wad of cash on Nasi and say, "build it," Rick chose all the components and made a few phone calls. One of those went to Burt Baker. "Burt Gave Jim such a glowing reference, I knew he was the right guy." Then he gave Nasi the design "sketch" and then set him loose. Rick went to "Wild Woody" in Florida and had him rework the heads, manifold and carb. Woody did the job, even placing titanium valve locks in, before sending it back to Nasi to complete. "I knew I wanted a hot engine. I mean, I'm used to having pretty fast engines, so I did my homework. I settled on Woody's work on the 116 and couldn't be happier."

Well we knew something that would make Rick a little happier...putting this month's Fox Hunt winner all over his bike. We flew Robyn all the way from cold-as-hell Pennsylvania, to a-little-bit-warmer-than-where-I-just-came-from Tucson, to really heat up the shoot. "It all fits," Rick pondered. "The bike was built in the desert, shot in the desert, has this hot babe on it...I knew Desert Heat was the right name for the bike." Sure ya did Rick. Sure ya did.

—Oil Can

Owner: Richard Bertin
City: Salisbury, Maryland
General
Fabrication: Jim Nasi Customs
Year and make: 2001 JNC
Model: Special Construction
Assembly: JNC
Time: 8 months
Chroming: Concourse Plating
Engine
Year and make: 2000 S&S
Model: Super Stack
Rebuilder: Chuck Ashley
Ignition: Dyna 2000 I
Displacement: 116-inch
Lower end: S&S
Balancing: Highway Choppers
Pistons: S&S
Cases: S&S
Heads: S&S/mod by Wild Woody
Cam: Crane .600 304H-2
Lifters: S&S
Carb: S&S/Wild Woody
Air cleaner: Arlen Ness
Pipes: Samson
Transmission
Year and make: 2000 Baker
Modifications: 6-speed
Shifting: foot
Painting
Molding: Deano's
Painter: Deano's
Frame
Year: 2000
Builder: Daytec
Type: softail-style
Rake: 35 degrees
Stretch: 2 inches
Shocks: Legend Air Suspension
Accessories
Bars: Carlini
Risers: modified by JNC
Handlebar controls: Performance Machine
Fenders: JNC
Headlight: Headwinds
Taillight: JNC
Speedo: Ness
Pegs: Ness
Electrics: JNC
Foot controls: UMI
Gas tank: D&D Metalworks/JNC
Oil tank: JNC
Oil system: S&S
Primary cover: Harley-Davidson
Seat: Guy Tieman
Mirrors: Powers Mirrors
Grips: JNC
Forks
Type: Sullivans
Extension: 2 inches under
Builder: JNC
Special features: chromed
Wheels
Front
Type: Performance Machine
Size: 21-inch
Hub: PM
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Photos: Paul Martinez



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WHAT IF THERE HAD NEVER BEEN AN EASYRIDERS MAGAZINE?

After 30 years of beers and tears, we asked our own epic J.J. Solari to ponder what the world might be like if there had never been an Easyriders magazine. Being the warped and tweaked creature that he is, J.J. imagined his own version of "It's A Wonderful Life" on two wheels, minus Jimmy Stewart. Please note that the ravings of Mr. Solari in no way reflects the point of view of the Easyriders staff, their dogs, or anything else except the misfiring synapses of our ancient scribe and ex-Mousketeer. That said, beeeere's J.J.!

A lot of very ugly women would never have gotten their pictures into a worldwide publication that was not about the preparation of hyena bait.

Biker magazine would have nothing to feel superior to.

If *Easyriders* did not exist, the only motorcycle magazine worth reading would be the new *V-Twin*. But tell the truth... wouldn't you miss the naked tits?

Holier-than-thou types would have to shift all their time and attention away from "those dangerous motorcycles" and concentrate on Larry Flint again.

All motorcycles would have by now been outlawed off the road.

American dads would have their daughters all to themselves.

Janet Reno would have no place to write to for pictures of men capable of getting drunk enough to actually

fuck her. In fact, a lotta the guys in *Easyriders* wouldn't even need to be drunk to fuck her. They would actually fuck her while sober. So these are clearly not normal dudes.

Miraculous Mutha would still be working in a God-forsaken fly-infested brothel instead of owning blue chip stocks and driving a brand new Jaguar.

A lot of guys would not have Jay Leno to goof on on Love Ride day.

If *Easyriders* never existed, artist David Mann might have gone into politics and would now be the Governor of Kansas.

A lotta fat women would never know the love of a slim man.

A whole generation would have never heard of Steppenwolf's *Born to be Wild*.

Catholic school girls would have no really great stories to tell their grandchildren.

Tales of the "pussy-eating mystery men" would never be told by groggy chicks the day after the prom night party at the beach.

Choppers would only be those yellow teeth your grandad keeps in the glass next to the bed.

Custom bike builders who were named after famous western outlaws would be complete unknowns.

Pigs wallowing in French sewers filled with Iraqi soldier shit would have nuthin' ta feel superior to.

America's police would have no social group to prove their manliness to.

Heterosexuality would simply not be represented in journalism... period. Other so-called men's magazines would have long ago gone the route of the dodo bird. Even the Internet would be 100% government regulated for your homogenized safety.

Professional, over-the-hill porno actresses with striated tits from incompetent boob jobs performed by unlicensed Filipino taxi-driving pimps would have to start their own magazines in order to get on the cover and in the center spreads. Thanks to *Easyriders* this is not even remotely necessary.

Everyone on two-wheels and in cars would be wearing full face helmets, jacket-mounted airbags, glow-in-the-dark vests and inflatable boots thanks to the worldwide Safety Nazis who would have run rampant in this country! Why, you gasp in a breathless sob? Simply because there would not have been an organization called A.B.A.T.E. *Easyriders* has always promoted freedom for motorcyclists and in the mid-'70s helped to create A.B.A.T.E. (which originally stood for A Brotherhood Against Totalitarian Enactments). We still believe that less government is the American way. Freedom of choice for riders everywhere!

Tattoo parlors would still be tattooing only drunken sailors instead of drunken start-up executives in their 50s tryin' ta score some snatch off a 19-year-old, green-haired goth chicks.

Convenience store owners, reeking of caked-on elephant crap and soaked-in camel piss would have nothing to hide under the counters and feel superior to.

There would probably only now be one magazine at all in America: *Your FBI: At Home, At Play*.

You would be buying your new Harley at a Brunswick pinspotter factory.

There would be no magazine office for an 80-year-old dilapidated stinky bag of bones granma to call to get a 20-year-old stud to lick her pussy and there'd be no place for a high school cheerleader to call to give a blowjob to a 90-year-old Methuselah in exchange for one thing or another. And this fact is probably *Easyriders* greatest contribution of all to civilization: getting the very old and the very young together in order to exchange crotch slop quickly before the oldster's grandkids show up and before the youngster's parents come home. In fact, just thinking about this, I think I'm actually going to need a tissue. Better make that two tissues: one for my eyes.

—J.J. Solari

Exile Cycles

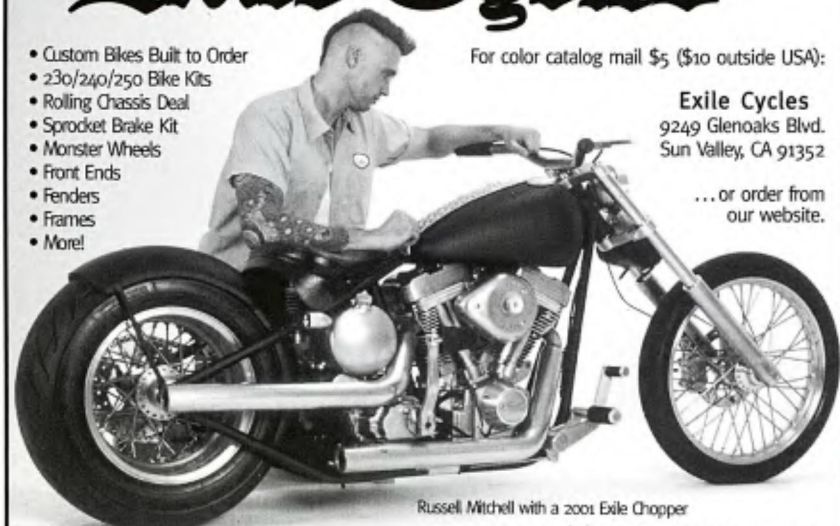
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Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

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9/7-9/9 Open
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513 • September 1998

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You ain't seen nothin' yet!

As mentioned previously, the '90s began with a big bang as *Easyriders* took the World Land Speed Record. This was just the beginning of our gathering steam through the last decade of the 20th Century. A lifestyle that began with returning servicemen from WWII, who were looking for two-wheeled kicks, became an image for imitators of *The Wild One*, then evolved into the anthem for a whole generation who claimed to be "Born to be Wild." Harley's dependable Evo engine and retro Softail designs lured a new world of riders to the fold. In the late '80s and early '90s you could meet the nicest people on a Harley.

Always reflecting the biker lifestyle, the magazine continued to evolve and grow. The hippies and outlaws of yesteryear became sorta—respectable. Harley-Davidson celebrated 95 years of building bikes (over 100,000 rode to Milwaukee), and as the world headed towards a whole new millennium, bikers became chivalrous knights of the road; holding runs and events for charities, helping those less fortunate and adhering to a code of honor that we can all be proud of.

The '90s also saw the birth of the hybrid V-twin, or "Harley clone" as they are sometimes called. Buyers that

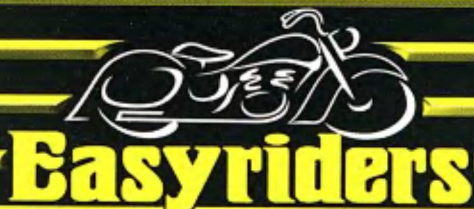
didn't want to wait in line for a new Harley could choose from an exotic lineup of custom bikes from companies like Big Dog, Panzer, and American IronHorse. Women got off the p-pad and onto the saddle of their own scooters by the masses. Shortly after the big Sturgis 50th celebration, Daytona held its own 50-year Anniversary.

By the mid-'90s motorcycle giants Excelsior-Henderson and Indian rejoined Harley as the Big Three of American V-twins and a second coming of the Golden Age of Motorcycling seemed eminent. For 1999 Harley came out with their Twin Cam 88 motor to roar into the new age.

The '90s gave birth to the *Easyriders* Bike Shows and Rodeos, a proliferation of *Easyriders* Stores across the country, and our fleet of magazines continued to grow and change. As we closed out the decade, Paisano Publications became a wholly owned subsidiary of *Easyriders*, Inc., traded on the American Stock Exchange as EZR.

Just when you might think you've got this ol' girl figured out, we put on a bright new dress and dazzle you all over again. Yes, motorcycling has changed over 30 years and so have we here at *Easyriders* magazine. Let me be the first to tell ya, you ain't seen nothin', yet!

—Dave Nichols



Easyriders



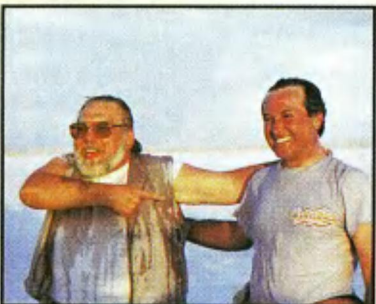
the AGONY . . .



The experimental aluminum front tire caused the 'liner to crash at 280-300 mph. Rider Dave Campos came through with only a bruised hand. His first question to the video crew was "Did you guys get that?" They did, and a documentary will be available this fall.



and the ECSTASY . . .



Streamliner owner, Joe Teresi, proclaims Dave Campos the fastest man on two wheels.



Master engine builder, Keith Ruxton, and his wife, Chris, check out the 322-mph time slip with assistant crew chief, Micah McCloskey.



How close was it? Note the frayed cords on our "last tire" after the record run.



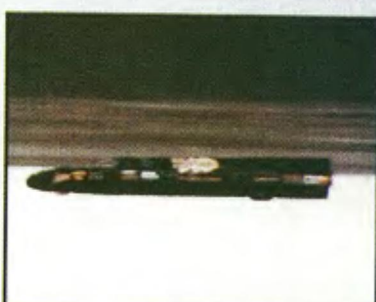
Okay, okay, we do have some fun. These are the bad Barbie "cheerleaders."

Sponsors and crew that hung on till the finish!



July 14, 1990. The Streamliner turned in a 322.150-mph, two-way average speed over the flying mile, with only four minutes to spare in the two-hour turnaround limit. It was a cliffhanger all the way, but the elusive Kawasaki record was finally bagged.

The 1990 attempt started out like an instant replay of 1989 when the experimental aluminum tire went into a wobble at 280-300 mph and, once again, Dave Campos thrilled us with some unscheduled aerobatics. But we weren't about to give up. The decision was to stay until we set the record or we



Photos by Michael Lichter and
Anthony "Smokey" Stabile



Leon Hatcher, Bobby Torres, and Rick Schaal, the
"We can fix anything" guys.



Sponsors Charlie Frier, Brad West, and John Ishmal
help Leon hammer out the body after the crash.



Damn battery acid!



ran out of rubber tires. Three days and a lot of busted knuckles later, we were back on the salt and national records started to fall—303, 308, 319. An international record slipped by when the timing lights malfunctioned and then, finally, 16 days after we first hit the Salt Flats, we got the big one—

322.150 mph, the world's fastest motorcycle!

Deadline prevents the time or space to properly cover the entire event or mention the many folks who deserve thanks, but look for *In The Wind* #44, on sale December 11, 1990, for a special tribute to this great American victory.

Subject to F.I.M. regulations

Till Death Do Us Part

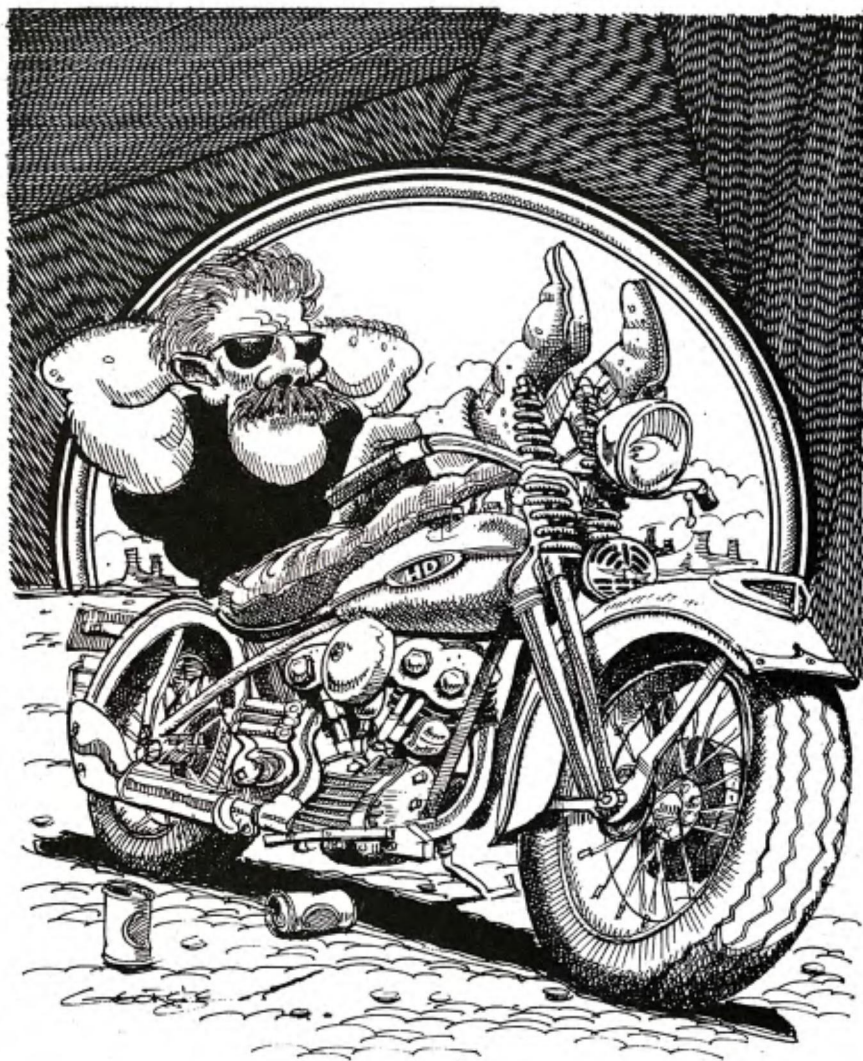
By Mark Greenhaw

I couldn't believe it. She was the most beautiful vision I had ever laid my eyes upon. I admit that, at 19, I had neither seen nor, for that matter, had such perfection. In fact, she was my first, and just that: mine. I knew then that no other could ever fulfill the profuse passion I felt for her at that moment. Man, if you could've seen her or touched her the way I knew she wanted it, you too would remember her till the Devil called you himself.

Her body was flawless. Every curve, every intimate detail was beyond utterance or vivid description. Just the thought of running my fingers over her well-endowed figure made me shiver almost orgasmically. I had always been attracted to redheads, but the way the sun glistened off the deep red of this vision was almost blinding. I knew that if for some repugnant reason I couldn't have her in my life, I just couldn't go on living. She was my first true love, I just had to spend the rest of my life with only her.

I was afraid to go near her, for just the thought of rejection ripped through me like a thousand knives. It seemed like hours before I finally worked up the courage to go inside, introduce myself, and prove my worthiness for her. I loved her, and I wanted her, and everyone else to know it, no matter how insane it must have seemed. After weeks of constant turmoil we were at last one. I swore my deepest loyalty and devotion to her and no other for as long as we lived.

We've been together 29 years come September. Many women have come and gone by now, but I still have her, my one true love, till death do us part. There is no jealousy, there never has been and there never will be. She has been my reason for living. I'll be turning 50 next June, and this veteran tramp's bones are starting to tell me just how they feel. I'm truly grateful that her boisterous massages are just the same as when we were young. I haven't held up as well as she has, but we have taken great care of each other. I know our special love will last an eternity. The love we make is undecipherable and only I can understand the deepness.



I'm truly grateful that her boisterous massages are just the same as when we were young.

Shit, outta beer! I only had three Buds in the icebox after work and another six would do me some real justice. Well babe, I guess it's off to the old beer store once again. Ahh, just like the old days. She has always been just as reliable as the day I first picked her up, when I was 19, turning over on the

first kick every time. After all the years of one percenting, she is truly the only bitch I could ever rely on. She still rumbles like the four horsemen galloping across the skies. Yep, I'll ride her till I drop, or till someone drops us. I can only thank God for a dream such as my old knuckle. ■

The Biker Story

By Jane Galli

It's hot. Real hot. The kind of flat heat that squeezes out a thin sheen of sweat even at 80 mph, enough to give you a road dirt tan. Tank top's glued flat, ol' man's hot back lying against a damp crotch, making you itch and squirm. How does the bastard manage to look so cool and laid back? You know his skin's got to be peeling off by now. Bet he's thinking about last night.

The roar of bikes down shifting, headlights and swirling dust, the welcoming curses and threats from partyin' friends. The ol' man shuts her down as the rest of the pack thunders in around. Back hurts like hell, ass will too if it ever wakes up. Fuck that hug, where's the beer? Bet I look like shit after all those damn bugs. I'll brush this rat's nest out while Bob has fun seeing all his old friends. Best not be any hot little bitches sniffing around. He's a good man, trustworthy, but why be stupid? Keep an eye on him anyway.

Looking good now. Feeling great. Great band, great time, great high, fucking great ride! Damn, I'm hot! Ol' man's laid back like he don't give a damn about nothing, but I know that big cock of his will jump right in my hand if I want it; and I want it now.

"Hey babe, can you feel how hot and wet I am. Yeah babe, feel between my legs with your hand."

What the fuck?!

"No babe, come on lover, to hell with riding, let's get it."

Shit, he's got the damn thing running but, what the hell ... oh, shit, he's gonna go for it on the scooter! He's got



the front tire rammed in between a couple of trees, bike shaking and snarling, and he wants me to straddle it with my bare ass in the air? He's taking my clothes off now ... fuck, I can see people walking around the fire ... and shit, I'm naked ... and he's got those damn handcuffs out... Tanks cold as hell on my tits but shit this has got me hot! Must look ridiculous, laid out on my belly over the tanks, hands cuffed to the front end, ass in the air ...

but GODDAMNGIVEITTOMEYOU SON-UVABITCH!!!! Fuck, I swear he's grown a foot since last time! Oh shit, he's opening up the gas in time to his strokes, in RROOAAAARRRR, out Ka Pow Pow! Faster, faster RROOAAAARRRRR, ROAR, ROAR, RRRROOOOOOOO MMMMMM! CHRISTIMCOMMINCOMM MCOMMINGNNNOOOOOWWWWWW WWW! KABBLLLLAAAAAMMMMM!

It's hot. Real hot. The kind of flat heat that ssqqquueeezzeeesss... ■

From the very beginning of we have brought you True Road Tales (or Two Wheeled Tales). These are stories by you, our dear readers that share the world of motorcycling with bikers everywhere.

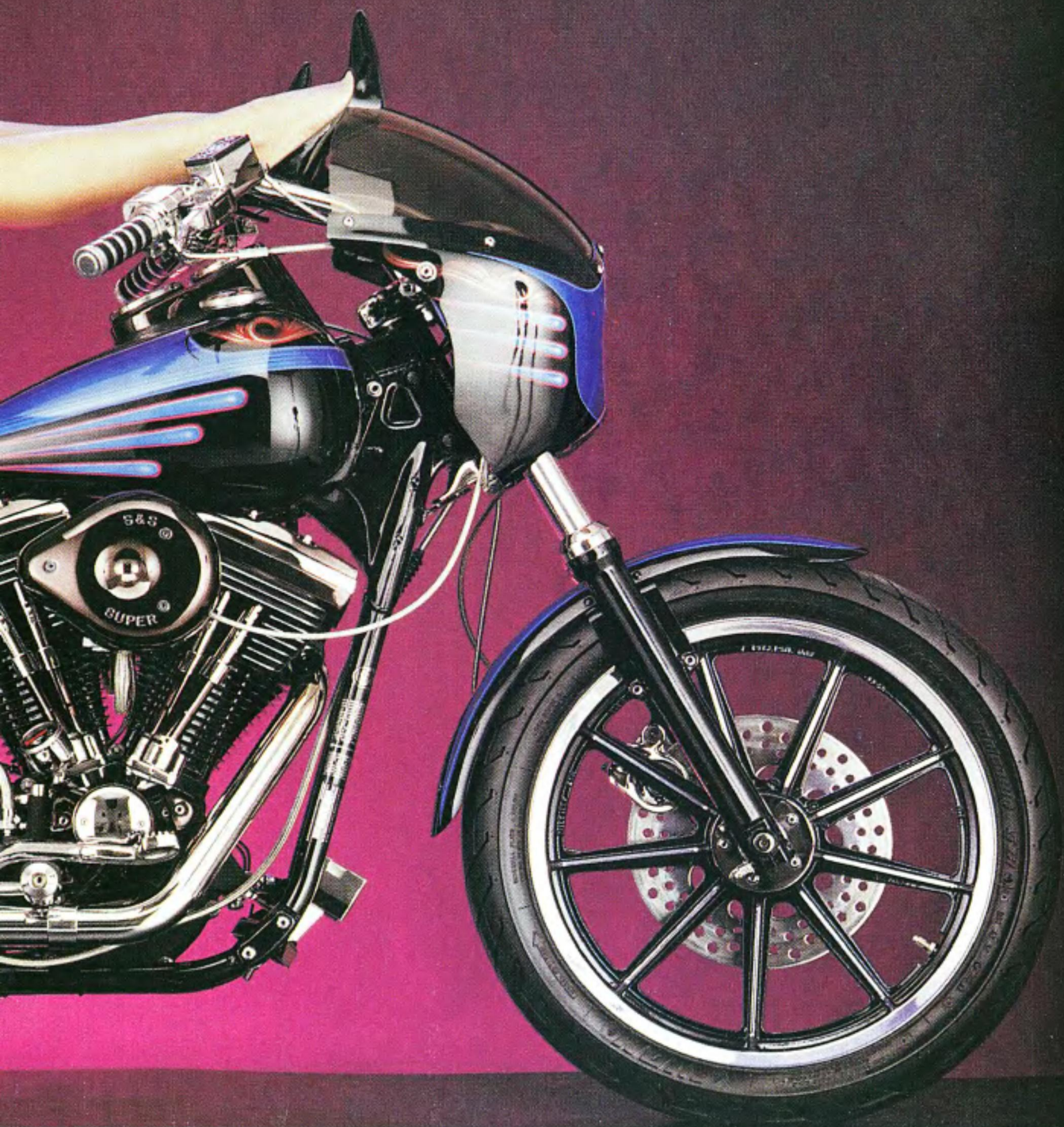
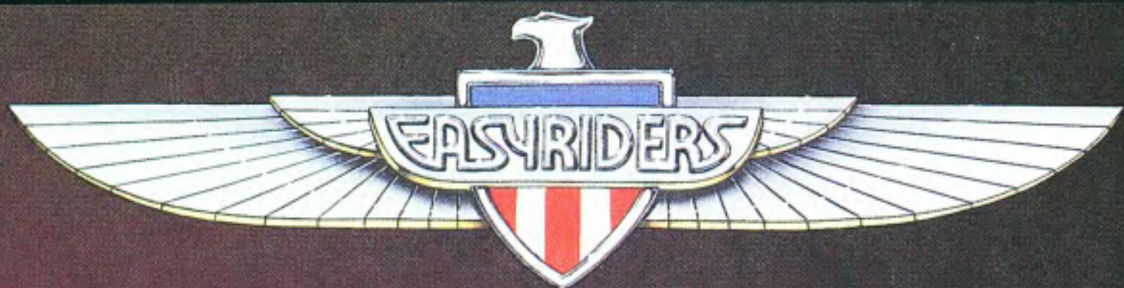
While Easyriders has always been known for bringing you mind-blowing custom scooters and beautiful biker babes, we are really your doorway into the biker lifestyle. Road Tales continue to be a way to share the lifestyle we love. Hats off to all of you who have contributed these great stories over the past 30 years. Because of you, the road to adventure never ends.

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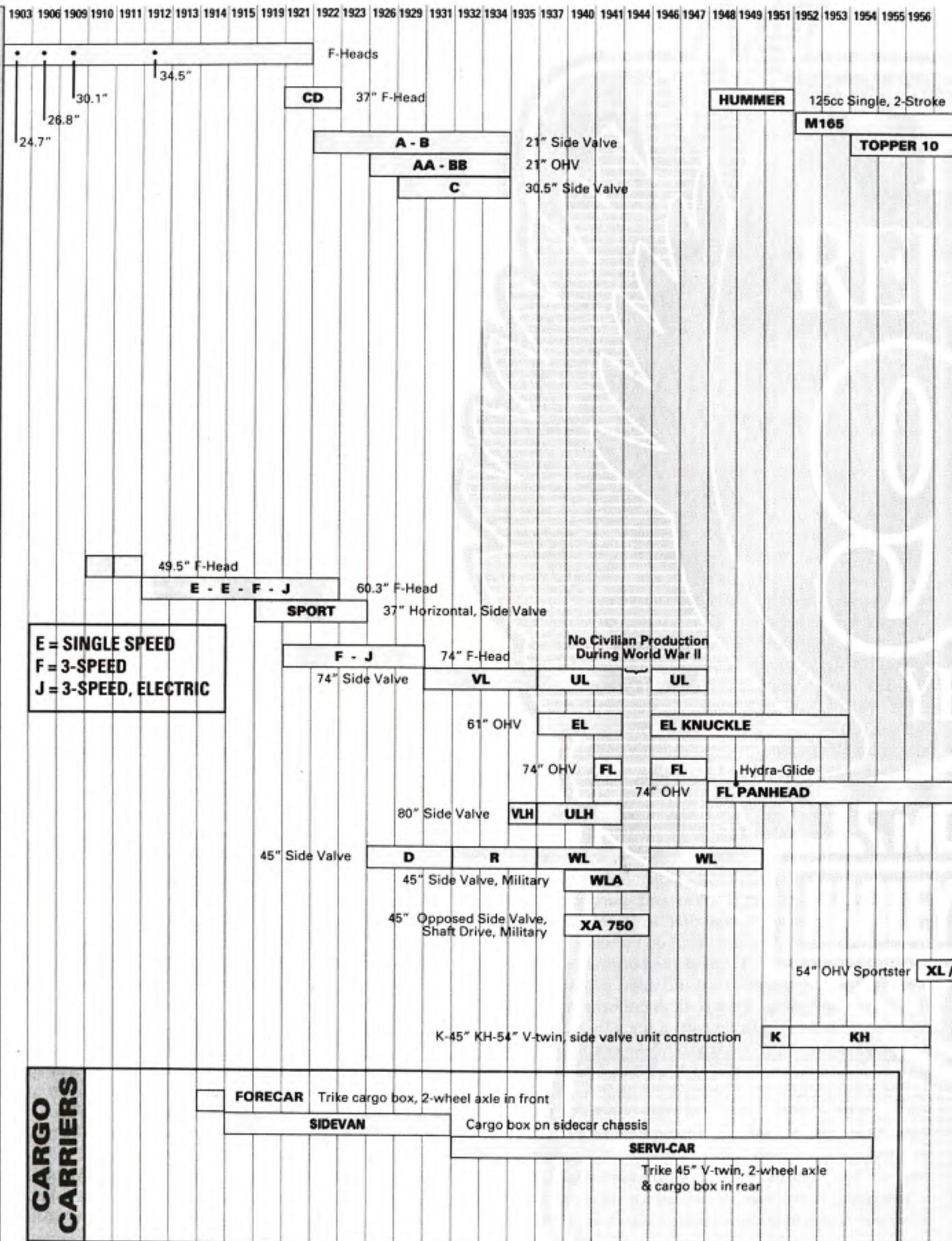




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FLYIN' FREE

ELAINE PRISTO

Paradise Valley, Arizona

Since I started this column I've had the privilege to meet many interesting, intelligent, and inspirational women. More often than not, I interview these women and write the story from the information they give me. Pretty standard stuff. However, there have been a few times when the query letter I receive has been so moving and so full of heart and character that I have chosen to run it "as is" in the column. This is one of those letters. I hope you are as touched by Elaine's story as I was.

—Lisa

I have never submitted an article to a magazine, so I'm unsure about the proper procedure. I just thought I would tell you my story, and if you thought it was interesting, you might consider printing it.

I grew up in Cicero, Illinois. As a teenager in the '40s I rode Harley-Davidson motorcycles. I owned an old 80 flathead, a 61 OHV, and a 74 OHV. I was one of four girls in the Chicago area who owned a motorcycle at that time.

I later belonged to the Watch City Riders from Elgin, Illinois, and the AMA. I enjoyed hillclimbs and motorcycle rodeos, and I also enjoyed being one of the gang from McCook, Illinois.

My brother, Wally, had a biker bar in Cicero, where I would tend bar on occasion. That is where I met my husband, Paul. He came into the bar one day, and I liked him at first sight. I fed him free beer. It worked. We dated, fell in love, and got married. We've been together for 45 years now.

My motorcycle riding days ended when I got married and had two sons. But my love of motorcycling never vanished. It was definitely not a case of "out of sight, out of mind."

When my 63rd birthday rolled around and Paul asked me what I wanted, I told him I wanted an old, classic Harley. "Are you serious?" he asked me.

I was serious.

Well, Paul found a 1942 74 OHV and bought it for me. It took Bill Hosler (he restores bikes) over a year to finish it. He delivered it to me in February of 1992. He did a terrific job. It's beautiful!



Photos: Elaine Prito



I call it my "Little Beauty."

It had been 45 years since I had ridden a motorcycle. I asked Bill to help me get started, but it wasn't long before it all came back to me. All those years just slipped away.

I wasn't about to take chances, though. I took a motorcycle safety course and a motorcycle physical skill enhancement rider workshop with T.E.A.M., Arizona Motorcyclists Training Centers. I passed with flying colors.

My goal was to get my motorcycle license for my 65th birthday, which was September 25, 1992. I took my test on September 1 and passed. I was elated.

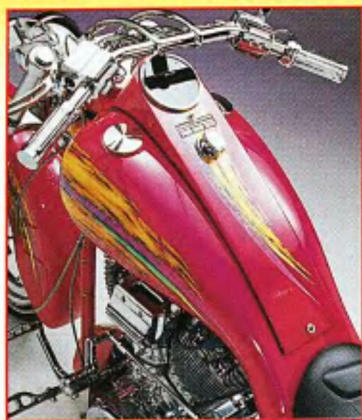
My dream has come true. Thanks to Paul and Bill, I'm riding my own Harley again. I enjoy it so much! A classic lady on a classic motorcycle—we're the true survivors!

—Elaine Prito

Flyin' Free is our forum for women in the wind. Send your suggestions and submissions to: P.O. Box 3000, Agoura Hills, CA 91376-3000.

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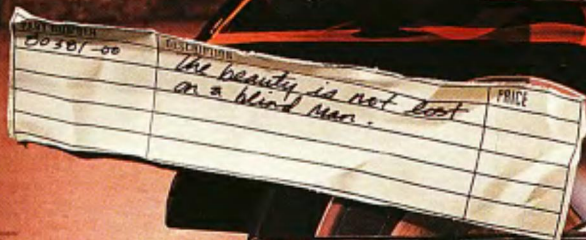
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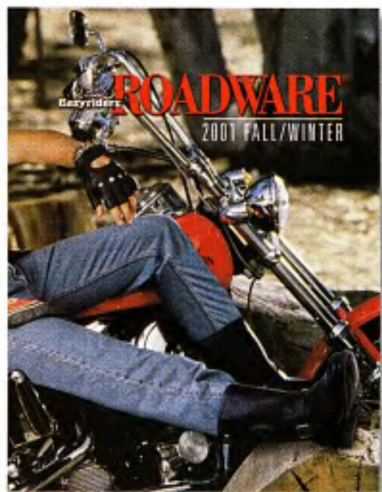
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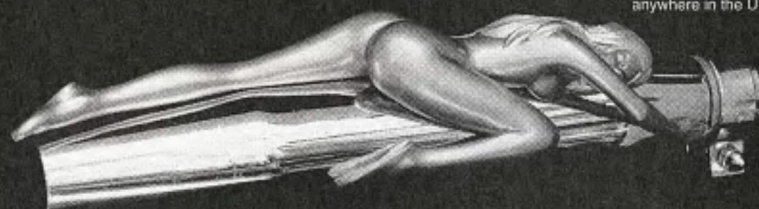


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ADVERTISERS INDEX	
ACME BAILBONDS	157
AM-JAM INC.	159
BAD SKULL	159
BARNETT H-D	159
BLUE JOB	159
BRITISH CYCLE SUPPLY	156
DRAG SPECIALTIES	157
EYECARE PLUS	156
FLAMEWEAR	156
HEADWINDS	156
JAMIN' LEATHER	158
LBV ENGINEERING	158
MOTO-ARTS	156
MR. B'S LIFESTYLE	159
MUSTANG	157
PAC-KIT SADDLEBAG	156
PACIFIC H-D	158
RAMPANT RECORDS	159
RECREATION MINNESOTA	157
SPEED & SPORT	159
SPORTRX INC.	156
TATTOO ART	156
TWIN CITIES H-D SOUTH	156

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1988	175	176	177			179					185	
1989	187			190	191	192	193	194	195			
1990			201	202	203	204	205	206		208	209	210
1991	211	212	213	214		216		218	219	220	221	222
1992					227				231	232	233	234
1993	235		237	238	239		241	242				
1994			249		251					256		258
1995			261			264			267	268		270
1996	271	272	273	274	275		277	278	279	280	281	282
1997	283	284	285	286	287	288	289	290	291	292	293	294
1998	295	296	297	298	299	300	301	302	303	304	305	306
1999	307	308	309	310	311	312	313	314	315	316	317	318
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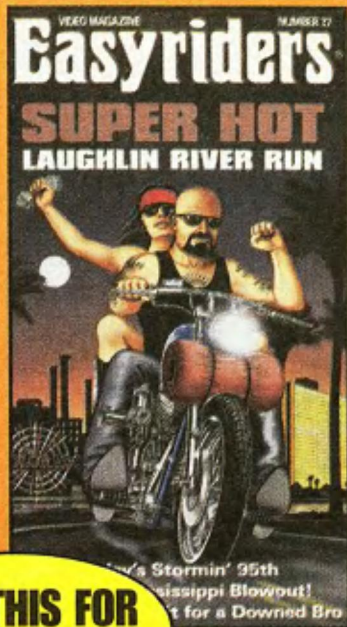
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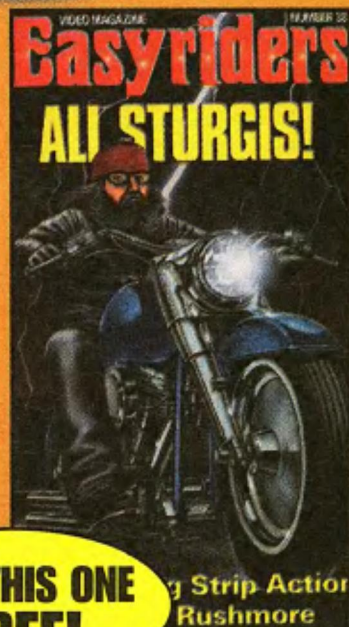
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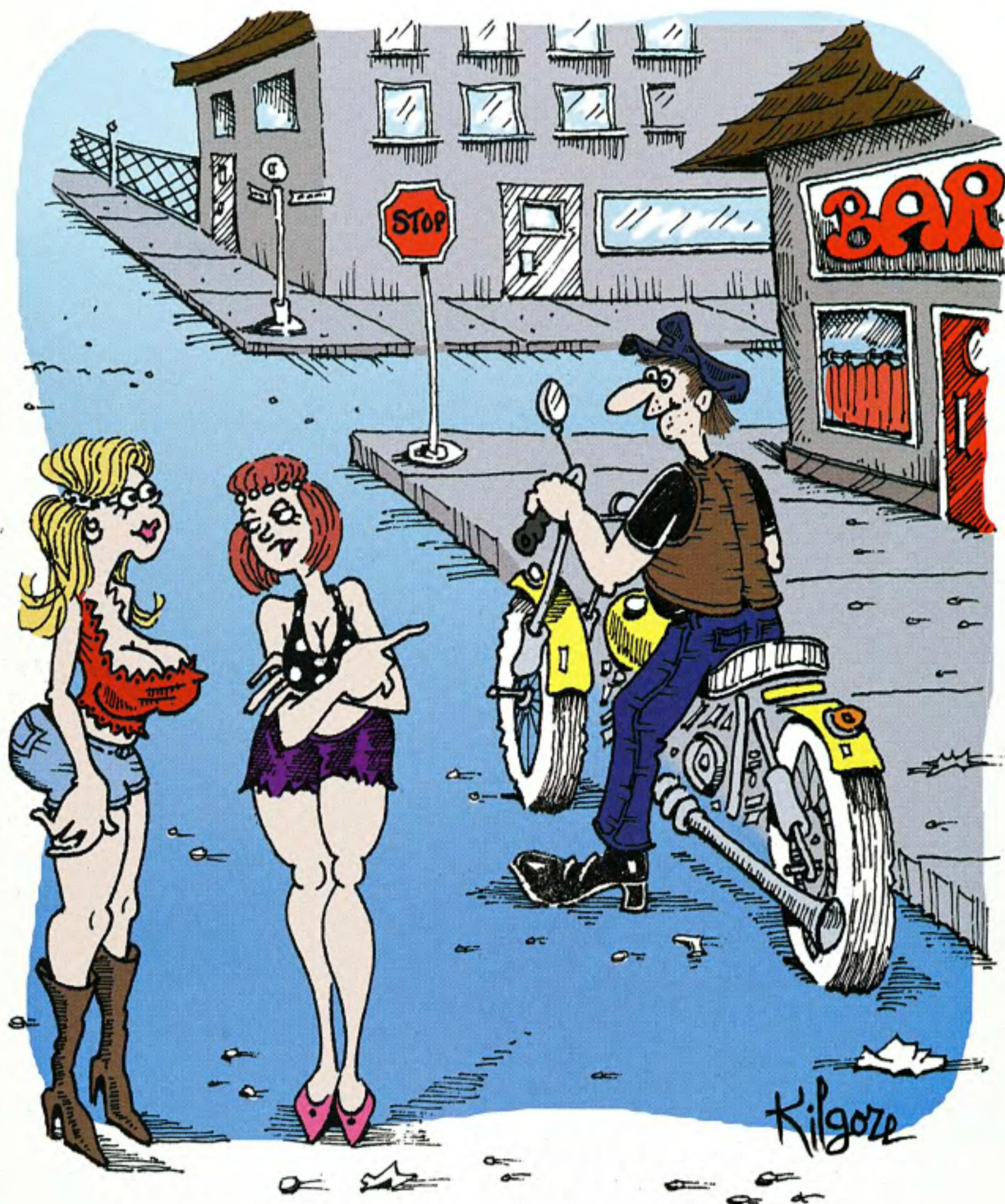


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"His idea of a long-term relationship is a beer, a pizza, and a blowjob."

DID YOU KNOW?

True Biker Facts And Scooter Trivia

As the long winter freeze finally begins to thaw, it's time once again for another radical ride on the weird side of biker life as *Easyriders* reaches into the fathomless depths of scooter trivia to dredge up a bounty of bizarre and borderline useless facts. Strap yourself in and bite down firmly on the handy rubber mouthpiece as we once again ask . . . **DID YOU KNOW?**



Did you know that green Harleys get fewer speeding tickets? Police officers reportedly stop red vehicles most frequently and green vehicles least frequently. It has to do with color temperature, light refraction, and the effect of speeding objects of different colors on the naked eye—or so they say. Does this mean it's still unlucky to ride a green scooter?

Did you know that the first truly "anti-vibratory" frame for a motorcycle was attributed to the Wooler? John Wooler built the 230cc bikes back in 1911. The frame offered plunger-type springing, both front and back, to keep the rider from rattling around. Ever see a Wooler? They were strange contraptions with gas tanks that looked like long, sleek rockets. The Wooler petered out around 1954.

Did you know that Michael Parks, star of the late '60s biker drama *Then Came Bronson* could field strip his XLCH? Parks not only rode his Bronson Red bike in the show, but after the show as well and knew every part of the bike forward and backward. After the show was canceled, he kept the Sportster and rode it for years. Parks eventually gave the Bronson bike away to a charity event for homeless kids.

Did you know that Triumph predated Harley by one year? In 1902, the first "silent brown fellow" rolled out into the sun, powered by a Minerva 1.75-horsepower motor. The Belgian-made power plant was built by the company famous for making sewing machines. Early Triumphs and Harleys looked very similar for several years.

Did you know that motorcycle daredevil Evel Knievel's name is actually Robert Craig Knievel? Did you know that George Hamilton played Evel in a feature film based on Knievel's life? Yeah, I know . . . who cares?

Did you know that fire trucks and Harleys have a lot in common? When it comes to accidents they do. The New York State Department of Motor Vehicles concluded a two-

Did you know that Newsweek magazine once spoke out against helmets?

year study as to why so many of the state's fire trucks were involved in traffic accidents with civilian vehicles. They discovered that most of the accidents occur at intersections (just like motorcycles) and that 85 percent of them were caused by cage drivers who reportedly have the same explanation for the mishap—"But officer, I never saw the fire engine." Sound familiar?

Did you know that *Newsweek* magazine once spoke out against helmets? It's true. Back in 1984, columnist Gregory Bayan was quoted as saying, "The helmet is a metaphor for something deeply wrong in America . . . a sign we've entered the era of the Hardhead. A Hardhead is one who seeks to protect us not only from others, but from ourselves. America is being smothered by safety."

Did you know that H-D invented the "tear-drop" gas tank back in 1924? The tank provided a more modern look than its boxy predecessor. Designated as the "Streamline" models, the bikes featured a truss-loop frame, speedster muffler, lowered riding position and a lower price—\$295 dollars.

Did you know that billionaire biker Malcolm Forbes held the record for flying coast-to-coast across America in a hot air balloon? The late Harley enthusiast set the record in the '50s—and it still holds. The aeronautical feat has not been tried before or since. Why, you may ask? According to writer Gordon Cruikshanks, who witnessed Forbes' progress at a pit stop in Casper, Wyoming, "We found him black and blue, from high on the chest down to his calves. Recent bruises were blue-black with the older ones fading to a dull gray. All this from rattling around the canopy with a dozen propane tanks, and hitting the ground at 25 mph, then having the gondola pulled, dumped or dragged on its side until the envelope collapsed—repeated over and over again." Forbes was blown into some power lines in Virginia and forced down into the bitterly cold waters of Chesapeake Bay. Malcolm was a tough ol' bird, all right.

Did you know that Ernst Keyolie of Torn Lung, Nebraska, invented the fatbob tanks used on today's Harleys? He modeled the tanks after his pear-shaped Uncle Bob's fat stomach. Ernst's Uncle Fat Bob could hold over 5 gallons of beer in his gut, much like the famous gas tanks. Okay, I'm pullin' yer crank, just makin' sure your awake. Later. —Phantom







—Trapper John, Montgomery, Ala.



—Randy Poley, Lorain, Ohio



—Tim Lanini, Loon Mtn, N.H.



—Robert Gilman, Bedford, N.H.



—Bret Brandt, Waterloo, Iowa

H-D BRAIN-DRAINER

A Stranger Than Real Quiz

All right bros, picture this. I'm in the dank, dark dungeon here at the *Easyriders* garage, diggin' through stacks and stacks of ancient crap from the annals of Harley history, lookin' for some tasty tidbits and rancid rat meat from the *Easyriders* past for the upcoming ultra-cool 25th Anniversary issue. A pile of Spider's secret stash falls off a top shelf onto my achin' noggin', which is still throbbin' like a blown 45 in a wind storm from last night's wrestlin' session with Jack Black. Got the picture?

So I'm crawlin' my way outta moldy back issues and dog-eared photos of some o' the finest cycle sluts of the '70s, when I come across a forgotten goodie that was originally published in the April 1987 issue of our beloved biker's bible (also known as *Easyriders*). Originally penned by a cryptic character known as Uncle Ross (known for wavin' his private parts at cops), this Harley-Davidson Quiz was, and is, meant to test the knowledge and savvy of riders who might be new to the H-D brotherhood. Since there are more new riders than ever these days, I figured you might dig checkin' this puppy out.

The questions and answers were gleaned from two famous Harley history books: *Harley-Davidson Motor Company: An Official Eighty Year History* and *The Harley-Davidson Story*. The



following test is of the multiple choice variety, and only one answer is correct for each question. Sure, the test is fulla wisecracks, but there's no sneaky shit. If you can answer all of these questions correctly (without cheating), you can consider yourself a brother of the road in the truest Harley tradition.

If you get, say, 34 to 37 right, pat yourself on the back and pop a coldie with the knowledge that you are smarter than the average

bear. If you score 19 to 33, you're still not doing too bad, but I wouldn't go around showing off your Harley history talent at local biker bars. Now if you score 20 to 27, just remember that there are many fine books out there to help you bone up on Harley-Davidson heritage. If you only get 10 to 18 right, hell, that's not even 50 percent—get with it dude, you're makin' yer bros look bad. If you get less than nine correct, well, I

guess they'll sell Evos to anybody these days.

Finally, if you get all the questions wrong, sell your Hog and hike on down to your local Kawayakuzi dealer with hundred dollar bills hangin' outta yer pocket. Sorry to say it, but a zero correct answer count makes you less than even a wannabe and probably means you can't read this rag anyways and only buy it to ogle the naked ladies.

—Phantom

1. The town where Harley-Davidson originated was:
 - A. Miami, Florida
 - B. Osaka, Japan
 - C. Milwaukee, Wisconsin
2. The year the first H-D was produced was:
 - A. 1901
 - B. 1903
 - C. 1907
3. How many H-D motorcycles were produced the first year?:
 - A. one
 - B. two
 - C. three
4. The bore and stroke of the first H-D engine was:
 - A. 2 x 3
 - B. 2 1/4 x 2 1/4
 - C. 3 x 3 1/2
5. The number of cubic inches put out by the first Harley engine was:
 - A. 15
 - B. 20
 - C. 25
6. An early nickname for a Harley was:
 - A. Hog
 - B. Loud Green Guy
 - C. Silent Grey Fellow
7. This H-D magazine was first published in 1916 and is still in publication:
 - A. *Early-Riders*
 - B. *V-Twin Quarterly*
 - C. *The Enthusiast*
8. The founding Mr. Harley's first name was:
 - A. Robert
 - B. William
 - C. Arlen
9. This Davidson brother was the company's first president:
 - A. William
 - B. Walter
 - C. Arthur
10. This Davidson brother died two days after signing the first union admittance contract at H-D:
 - A. William
 - B. Arthur
 - C. Walter
11. This Davidson brother was killed in a 1950 auto wreck:
 - A. Walter
 - B. Arthur
 - C. William
12. Mr. Harley majored in engineering at the University of:
 - A. Minnesota
 - B. Illinois
 - C. Wisconsin
13. The last name of the man who helped H-D design their first successful carburetor:
 - A. Bendix
 - B. Evinrude
 - C. Holley
14. The first year that H-D motorcycles saw military duty:
 - A. 1904
 - B. 1909
 - C. 1916
15. Harley-Davidson sold these only between 1918 and 1924:
 - A. sewing machines
 - B. *Easyriders* magazines
 - C. bicycles
16. The bore and stroke of the second H-D engine design was:
 - A. 3 x 3 1/2
 - B. 3 x 4
 - C. 4 x 4 1/2
17. How many countries had H-D dealerships in 1921:
 - A. 12
 - B. 34
 - C. 67
18. The 74-cubic-inch side valve engine was introduced in:
 - A. 1925
 - B. 1930
 - C. 1935
19. The 80-cubic-inch side valve engine was introduced in:
 - A. 1930
 - B. 1933
 - C. 1936
20. The designation given the military 45-cubic-inch Twin:
 - A. Grunt
 - B. WLA
 - C. WHD
21. In 1930, William H. Davidson won what famed Michigan enduro:
 - A. The Jackpot
 - B. The Jack Pine
 - C. The Jack Off
22. Once the labor union was established at H-D in 1937, male employees made how much per hour:
 - A. 16 cents
 - B. 40 cents
 - C. 60 cents
23. H-D raced on circle tracks back in the 1920s. These tracks were made of:
 - A. wood
 - B. clay
 - C. concrete
24. In 1937, this man set a new speed record of 136.183 mph on an H-D at Daytona Beach:
 - A. Joe Pepitone
 - B. Joe Amato
 - C. Joe Petrali
25. In 1949, H-D introduced these type of forks on their Big Twins:
 - A. pneumatic
 - B. salad
 - C. hydraulic
26. In 1948, H-D introduced its first of this type of motorcycle:
 - A. four-stroke
 - B. two-stroke
 - C. hand-stroke
27. The May 1956 issue of *The Enthusiast* magazine featured what famous singer aboard a 1956 KH on the cover:
 - A. Roy Rogers
 - B. Elvis Presley
 - C. Liberace
28. In the late 1950s, H-D introduced a 125cc bike called the:
 - A. Hummer
 - B. Bummer
 - C. piglet
29. In 1965, H-D added an electric starter and boosted the voltage from six to 12 on the Duo-Glide. This new bike was called:
 - A. the Easy Glide
 - B. the Slide Glide
 - C. the Electra Glide
30. What motorcycle company closed its doors the same year H-D celebrated its golden anniversary:
 - A. Cyclone
 - B. Indian
 - C. Excelsior
31. In 1960, H-D introduced a 165cc motor scooter. It was called a:
 - A. Topper
 - B. Popper
 - C. Piece of shit
32. Willie G. Davidson officially joined H-D in what year:
 - A. 1963
 - B. 1965
 - C. 1969
33. According to the 1934 H-D options catalog, this item was available to the H-D owner:
 - A. hydraulic clutch
 - B. handlebar-mounted notepad
 - C. studded rear tire
34. Which of the following was not available on a Harley prior to 1928:
 - A. rear chain
 - B. front brakes
 - C. headlight
35. The first H-D dealership was located in Milwaukee, Wisconsin. The dealer's name was:
 - A. C.H. Lang
 - B. C.H. Sugar
 - C. Yugo Skruyirself
36. Which of the following engines came second in relation to the others:
 - A. the Shovelhead
 - B. the Knucklehead
 - C. the Panhead
37. What was the first year for the Shovelhead:
 - A. 1963
 - B. 1966
 - C. 1967
38. The original 1971 Super Glide was a hybrid of the Sportster and the:
 - A. Flying Merkel
 - B. Electra Glide
 - C. Low Rider

B '88	C '19
B '78	B '18
C '98	C '17
A '58	A '16
B '48	C '15
B '38	C '14
A '28	B '13
A '18	C '12
B '08	B '11
C '92	A '10
A '82	B '9
B '72	B '8
B '62	C '7
C '52	C '6
C '42	C '5
A '32	B '4
C '22	A '3
B '12	B '2
B '02	C '1

NOTES
ZINO

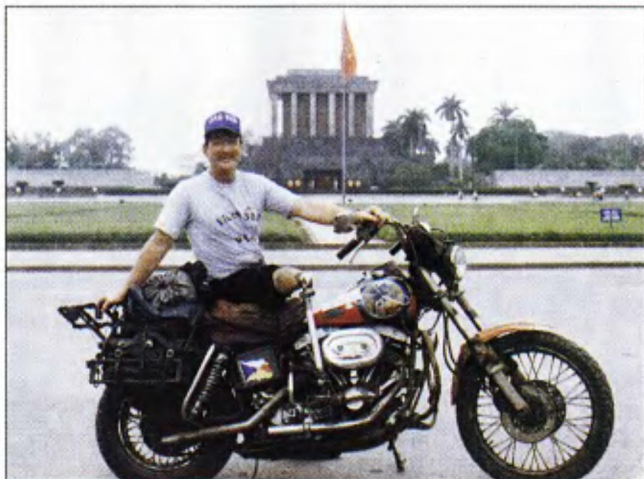
RIDING THE EDGE

ONE MAN'S TREK ACROSS PLANET EARTH

Dave Barr is a rugged adventurer who rode his 1972 Super Glide around the world. In his new book, *Riding The Edge*, Dave, who lost both his legs to an antitank mine in Angola, spares no details in this no-holds-barred account of his historical 83,000-mile two-wheeled trek and the challenges he faced throughout six continents: crossing the Sahara, Namib, and Gobi deserts; confronting AK47-toting militia; performing roadside top ends in sub-zero weather; blasting through Beijing and Moscow; revisiting 'Nam; circum-putting Australia; fairing the muddy banks of the Amazon; and negotiating the Andes during avalanche season.

I first met Dave back in the winter of '91 when he had just returned from the first half of his harrowing haul, which I covered in an article called "A Breed Apart" (March 1992 *Easyriders*). Since that time Dave completed his three-and-a-half-year, 83,000-mile putt around the planet. For my second interview with the intrepid bro, Dave and I rode out to the Sequoia mountains where we found some flat, solid ground overlooking Lake Isabella. We parked our dusty scooters, rolled out our bags, heated up some fresh coffee and bullshitted until the last vestiges of a dying red sun gave way to a cam-shaped moon and a billion stars that shone as big as fists. As our portable stove-lit conversation strayed from life, death, and destiny to last week's coffee grounds, I felt myself being distracted by steaming fresh piles of mountain lion shit no more than 10 yards from where we were hunkered over a Coleman.

Come morning, Dave got a kick out of the mound of baseball-sized boulders piled next to my sleeping bag. No words were exchanged; he knew I hadn't brought along any hardware and that I had most likely spent half the night hearing noises and stumbling around in the dark gathering up Ma Nature's next best ammo. Embarrassed by my heaping



tower of weird-shaped rocks—a monument to a piker's paranoia—I was anxious to get on with the rest of the interview.

I was reminded that the first half of the fearless double-amputee's journey to the ends of the earth began September 12, 1990, and took him from the bottom of Africa, across equatorial Africa, through the jungles of Zaire, into Cameroon, Nigeria, and Algeria, and on to Europe and up to its highest point—North Cape, Norway (500 miles north of the Arctic Circle). From there, he shipped the tired

Shovelhead across the Atlantic and traversed North America to Prudhoe Bay, Alaska (300 miles north of the Arctic Circle in Alaska's Beaufort Sea), snapped a couple pics, hopped back on his haggard Hog, and headed back down along the Pacific Coast to Paisano Publications, Inc.'s warmer climes and cozy, dung-colored offices in Agoura Hills, California.

After catching a little R&R and scraping together some road scratch—the bro lives on beans, rice and boiled water—Dave loaded up his modified scoot and ventured south for Part II of his global run. From California, he headed down through Mexico, Central America, and on into South America, where he fared the Trans-Amazonal down to South America's bottommost tip, Tierra del Fuego ("Land of Fire"), only to spend a minus-20-degree (Celsius) night in a chicken coop. From Tierra del Fuego, one of the coldest spots on earth, Dave crossed the bone-freezing Andes on solid ice-covered switchbacks (at 12,000-foot altitudes) in the middle of avalanche season. Having narrowly survived the Amazon and the Andes, the never-say-die bro found himself airborne on his way to Hong Kong.

As Dave jetfoiled across Victoria Harbor, silhouetted by the coppery glow of the rising sun, he was greeted by HK filmmakers who interviewed him to help pave new laws

enabling the disabled to ride motorcycles. On December 3, 1992 (International Day Of The Disabled), Dave fired up his scooter in southwest China's Kunming city and rode from Dong Fong Square across the various provinces of China, while being filmed in another documentary aimed toward raising the profile of China's disabled. Before long, the inspirational bro was respectfully referred to throughout the Orient as Dong Fu Barr (distinguishing him from the multitudes of Caucasians generally referred to as long-noses, barbarians, or foreign devils). Dave's Shovelhead also received the honor of being crowned with a solid brass points cover bearing a Chinese inscription that commemorated his historic odyssey.

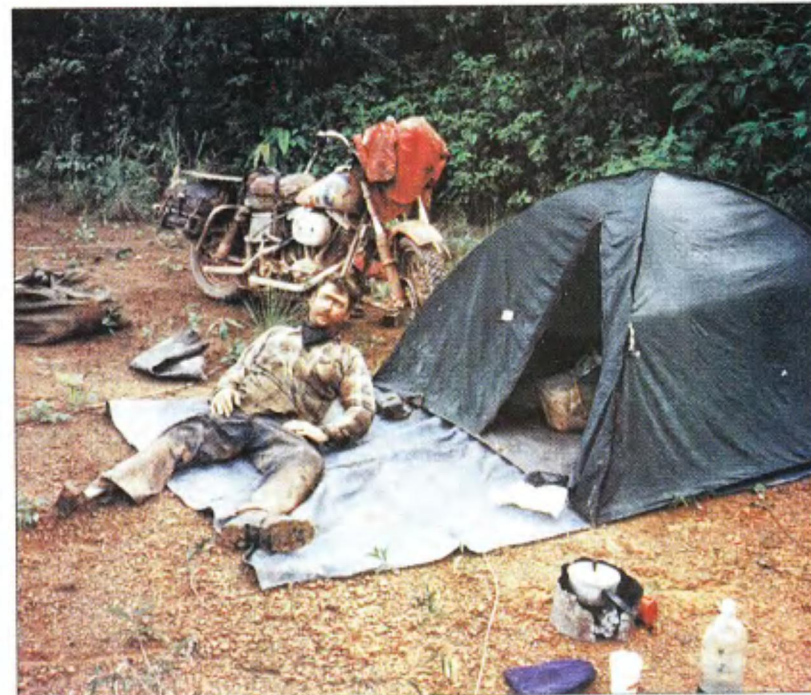
Not only did Dave continue to wrench on his ride throughout the world journey, but his prosthetics needed an occasional touch-up as well. After getting his handmade knee good



and lubed up, Dave climbed 1,045 individual stone steps up Yanfeng's near-vertical Steps Of Zhong Ja Chi. The mayor of Yanfeng was so impressed with Dave's determination that he invited him to a highly restricted area for an exclusive martial arts demonstration. What transpired that night behind closed doors is only the tip of a mountain of incredible experiences piled into Dave's book. No matter where your finger happens to land when you spin the globe—Moscow, Myanmar, Mongolia, Norway, Vietnam (where Dave returned after serving our country there 25 years ago)—there's a good chance Dave and his trusty ride have been there and have split with a saddlebag full of grit now chronicled in his 502-page book (complete with photos). For the rest of the skinny on Dave's run to the ends of the earth, you can order his book, *Riding The Edge*, by calling (800) 231-1776 (ext. 72). *Riding The Edge* is guaranteed to keep you on the edge of your seat!

It was an honor sharing a small piece of road with you, bro.

—Clay Dog



Photos: courtesy of Dave Barr

10:15 P.M.

SPONTANEOUS BIKER COMBUSTION



Hey, hold on a gawddamn minute! Before you flip the page in order to take a gander at more naked babes and tasty scoots, this is an important biker health alert! Yes, this could affect you, so read up on the bizarre phenomenon known as SBC or Spontaneous Biker Combustion! This is some pretty scary stuff, kids. Down through the ages, people have reportedly just burst into flames, burning at over 3,000 degrees, and leaving feet, hands, and sometimes shrunken skulls in their place. And get this—the rooms that these flamed-out folks are found in are undamaged by the fire. Is that Stranger than Real or what?

Now the reason I bring this up is because I have a theory about this. Ya see, in a blind taste test, bikers were 68 percent more likely to just go up in flames than the average Joe Citizen. More on that later. First, I think we should visit this phenomenon and check out what the experts say. There have been many of these weird incidents, but one of the best documented happened back in 1951. The strange death of Mary Reeser (not geezer) of St. Petersburg, Florida, had all the cops and doctors scratching their heads. Now, I'm not makin' this crap up. It seems that the 67-year-old Reeser lived alone in a four-unit apartment house with only one other

woman, Pansy M. Carpenter, in the house on the night of the "incident." Pansy said good night to Mary at about 9 p.m. on Sunday night and then went off to sleep.

When Pansy woke up at about 5 a.m., she smelled smoke but thought nothing of it since the water pump in the garage had been overheating and smellin' up the place. She got up, turned off the pump, and went back to bed. At 8 a.m. a telegram arrived for Mary Reeser so Pansy went up to the ol' gal's room to lay it on 'er. When she grabbed the doorknob to her tenant's apartment, it was burning hot! She freaked and called for help. Two painters working across the street came running over and opened the door to the apartment and were met by a blast of hot air.

One of the painters looked around the room but didn't see anybody. The bed was empty, there was some smoke and a small fire on a wooden beam over the partition to the kitchen. The fire department showed up and went into the apartment. In the middle of the floor in one room they found a charred area roughly 4 feet in diameter and inside the burnt spot was a number of blackened chair springs and the remains of poor ol' Mary Reeser. All that was left of her was a charred liver attached to a piece of the spine, a

shrunken skull, and one foot still wearin' a slipper. All the "bits" were taken to the local hospital.

The police called in arson experts, coroners, and fire officials to figure out what happened. Some of the furniture in the apartment had suffered very weird effects. The ceiling, drapes, and walls were all covered with some sort of smelly, oily soot at exactly 4 feet above the floor. None of the stinky stuff was found below the 4-foot mark. The carpet where the chair rested wasn't even burned. A wall mirror had been cracked from the intense heat. On a dressing table, 12 feet away from the body, two pink candles were turned to puddles, but their wicks were undamaged in their holders. Plastic wall outlets above the 4-foot mark were melted, but the fuses were not blown and the current was on. An electric clock had stopped at 4:20 a.m., but ran fine when plugged into a working outlet. A newspaper on a nearby table and the drapes were not damaged.

Bein' that this was such a strange mystery, the local authorities called in the FBI, just like *The X-Files*. The lab reported that Ms. Reeser's 175-pound body had been reduced to just 9 pounds and change, including the foot and shrunken head. No known chemical agents or accelerants were found to be involved in the fire. After extensive

10:17 P.M.



BIKERS CONSUME APPROXIMATELY 80 PERCENT OF ALL THE JACK DANIEL'S MADE ON THE PLANET

Now that's for the normal cabbage-head walking dead out there. However, bikers alone eat a resounding 72.4 million burritos a year. That averages out to about three burritos a day for each of us. Nothin' surprising 'bout that.

Now add this explosive mix to the fact that bikers consume approximately 80 percent of all the Jack Daniel's made on the planet (these are facts, dammit!) and nearly twice their weight in beer on the average weekend. When you mix bodily gases with alcohol, you've got a nitro-powered, fuel-injected, belly A-bomb just waitin' for a spark. OK, scientists and top researchers at Amalgamated Yoyodyne Labs discovered, quite by accident, that test monkeys burst into flames or exploded all over the friggin' lab when fed the

average biker diet of burritos and beer over a six-month period (you ladies will agree that six months is long fuckin' period). Also, extensive testing with flammable Christmas trees uncovered that bikers are 82 percent more likely to catch on fire frequently due to the gas and oil-soaked nature of their jeans over the average brown-nosin' ass-lickin' turd out there.

Almost 94 percent of the victims of Spontaneous Biker Combustion are porky alcoholics, passed out from a bender, probably with a lit cig in their fingers. Their gas-soaked clothes smolder, but they don't wake up 'cause they're drunk! Now, the fire melts all their considerable body fat, consuming the upper torso but leavin' the feet (protected in engineer boots). Once the oily fat from the torso is torched like a whale oil lamp, it smolders until it burns itself out leaving pools of yellow oily goo like the stuff found in Mary Reeser's apartment. *Voila!* Case closed.

How do ya avoid becoming a char-broiled statistic of SBC? What are ya—a pansy? You want to clean up your act, eat bean sprouts, drink fizzy water, and wear fuckin' loafers? Well not me! I intend to stay true to the lifestyle I hold dear, eat mountain-sized burritos, drink gallons of rot-gut, and if I become a human inferno, well I'll get to Valhalla faster that way.

Maybe next time I'll explain alien abduction and Big Foot. My take on it? The aliens make bikers mate with other hairy space critters to create a race of Big Foot bastards to improve our species and evolve the ultimate biker race. Imagine bein' able to pick up your scooter and carry it under one arm. Ha! Twelve-foot hairy bikers with breath that will snuff a cocker spaniel at 12 paces. And they call me mad.

—Phantom

research, local doctors discovered that it would take a lot of heat to consume a human body in the way that the remains were found. Something like 3,000 degrees Fahrenheit is needed to reduce bones to ashes, yet that would have made a torch of the whole building and everything in it.

Weirdest of all was the way Mary's skull had apparently shriveled symmetrically to the small size of a baseball. The doctors concluded that this was clearly impossible since intense heat causes skulls to explode, not shrink. Weird, huh?

Now some people will tell you that spontaneous human combustion is impossible; after all, human beings are made up of mostly water. Most victims of this strange phenomenon are overweight, and many have been drinking. But what I'm wonderin' is, how many of these flame jobs are bikers? Think about it. You're kickin' back at the pad, downin' a few brewskis, and polishin' off a fifth of Black Jack. Your clothes are saturated with Harley oil and gasoline and the 2-ton Big Daddy's Belly Buster burrito you downed while watchin' *Easyriders* Video #27 is startin' to work up a volatile mixture of gasses at both ends. So, you're sittin' in your favorite recliner, workin' up an extra chunky butt blaster and listenin' to a little Bob Seger when suddenly you let off a long, rancid explosion from your nether regions. Instant pyroflattuation, ladies and gentlemen! BAA-BOOOO!! You are one toasted scooter tramp.

You don't buy this shit? Well, look at these statistics! According to a recent Gallup Poll (whatever the fuck that means), the average consumption of burritos by Americans in the lower 48 states peaks in June of every year at some 14 million gas bombs a day.







The news from the Doc was not good.

"Mister Trash, in all my years as an eye surgeon, I've never encountered anything quite so puzzling as your case. A microscopic examination of your eyeballs has revealed the existence of a rare phenomena we call 'Screen Burn.'"

I gasped. "Screen burn? You mean like when you're peepin' through your sexy neighbor's mobile home window, trynna figure out

close my eyes without seeing beckoning flesh, well-oiled thighs, sensuous lips and hips ... and of course, tits. I really thought I was losing my mind, but then the Doc had figured it out, sorta.

As usual, a therapeutic ride seemed to offer the only hope. Fine. I'd take a few weeks off, go see the countryside, and let things clear up. Then, I'd come back and begin my new life ... as a fuckin' monk!

The only place on the map where I figured there wouldn't be too many women this time of year was Canada. I'd never heard much about 'em up there, so it seemed like a plan. British Columbia wasn't too far a haul, so I fired up my Sportster, Incentive, and headed the hell out.

eye strain

From The Great White North

which brand of soap she's using in the bathroom, and the metal screen cross-hatches press funky lookin' designs into your face for the next three days?"

"You're close, son. What I'm talking about actually happens when you look at something too long, and the image literally fries into your eyeballs and won't go away. It happens on computer screens all the time. An image is left on, and it burns into the viewer ... forever."

I was somewhere between stunned and relieved. "So, you're saying that these naked women I've been seeing everywhere lately are not hallucinations like I thought, but are actually pictures kinda implanted on my eyes?"

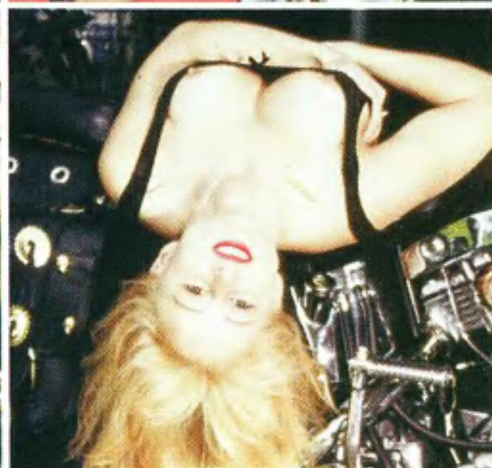
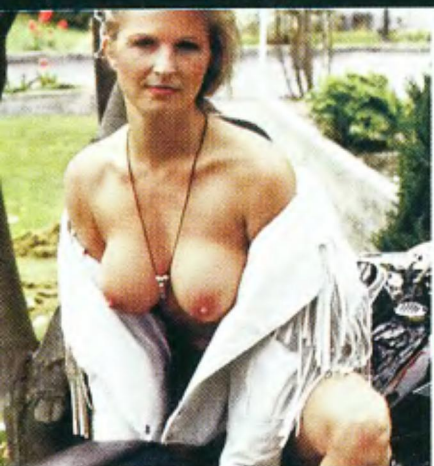
"...that are not easily removed by surgery," the Doc added. "The only way to cure it is for you to stop staring at naked women, especially their breasts. The damage is not permanent yet ... but you are dangerously close to the point of no return."

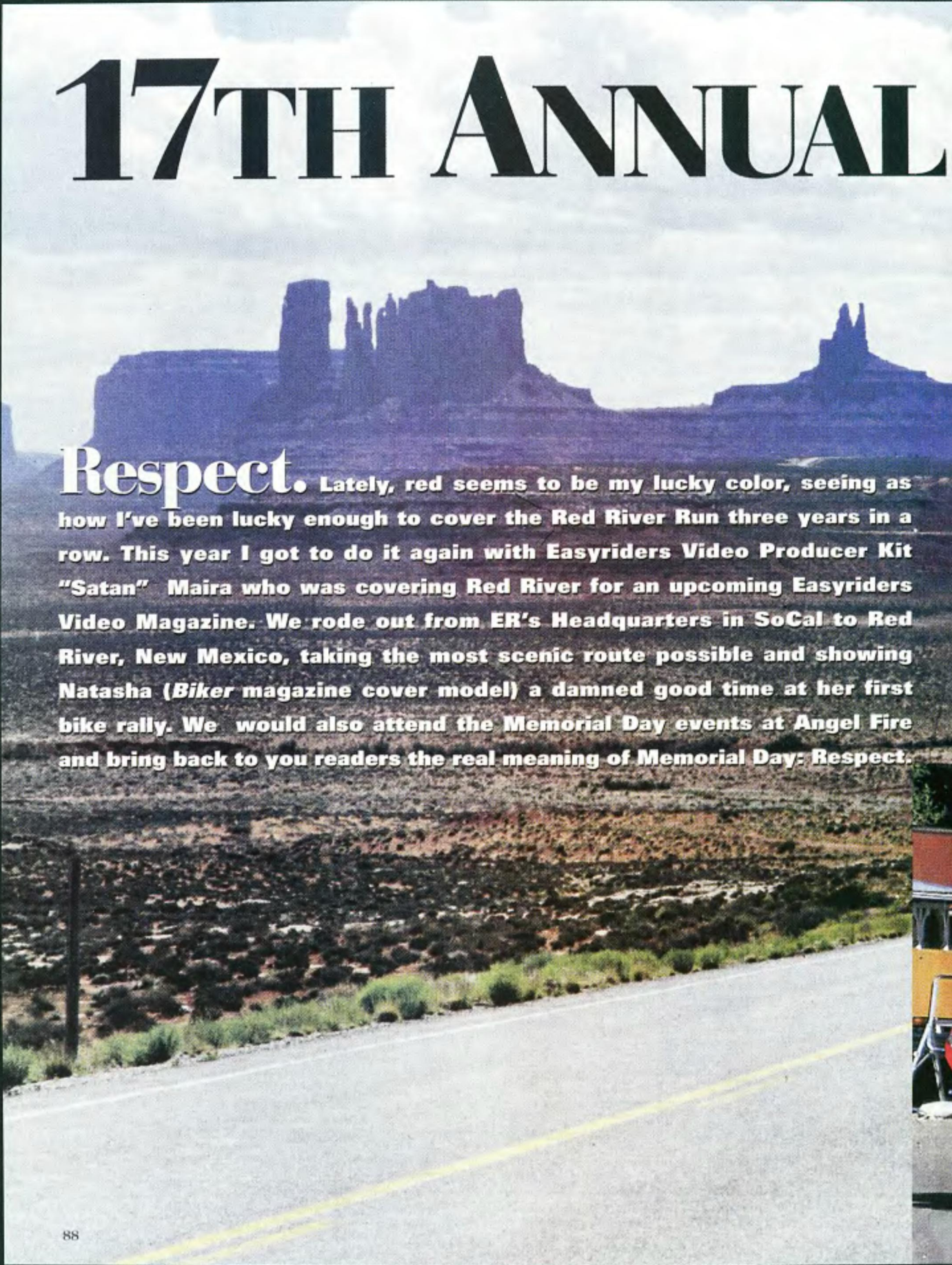
Holy shit ... might as well point a speargun at my lap and yell, "Thar she blows!" What the hell was I gonna do? The problem had gotten out of hand, though. For weeks, I couldn't open or

When I got back, the Doc said the only thing he could do was offer me a risky cornea transplant, so I took it. And here's a first readers: The pictures of these naked women weren't taken with a camera; these are my old corneas, pressed onto a color copy machine and dumped straight into the magazine. The new ones I got are screen-burn resistant, but hey, don't be too surprised if the next batch of shots you see in here looks like a woman throwing a bar of soap.

—Captain Trash

Photos: Chris Cornett





17TH ANNUAL

Respect. Lately, red seems to be my lucky color, seeing as how I've been lucky enough to cover the Red River Run three years in a row. This year I got to do it again with Easyriders Video Producer Kit "Satan" Maira who was covering Red River for an upcoming Easyriders Video Magazine. We rode out from ER's Headquarters in SoCal to Red River, New Mexico, taking the most scenic route possible and showing Natasha (*Biker* magazine cover model) a damned good time at her first bike rally. We would also attend the Memorial Day events at Angel Fire and bring back to you readers the real meaning of Memorial Day: Respect.

RedRiverRun



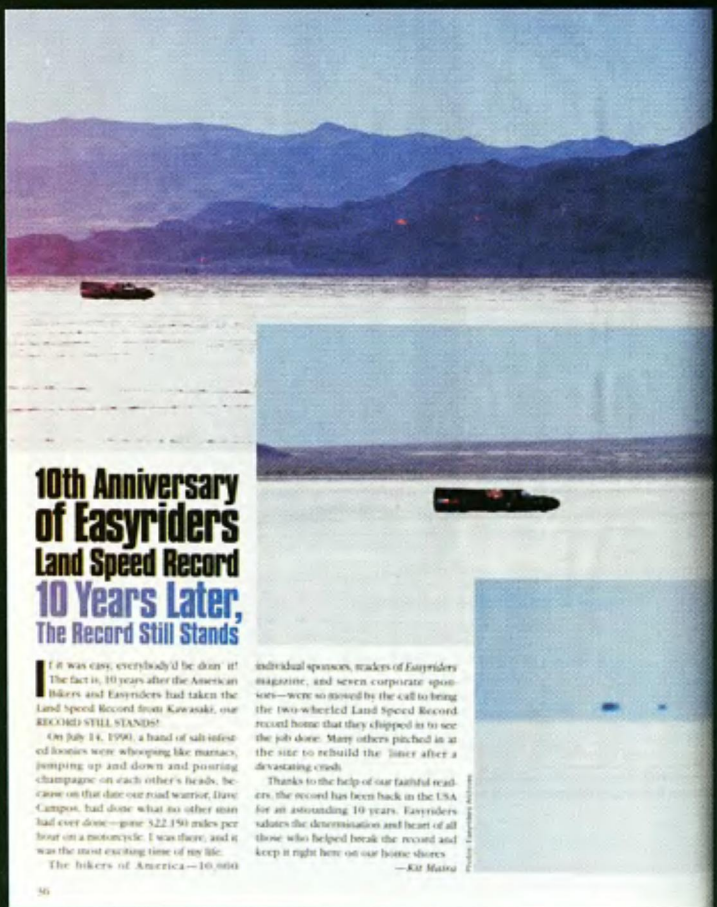


Rubbertail and Liquor

SO COOL TO BE SQUARE

So, does this little corner (up vision of a hardtail lookin', good-natured bike) served with a hot shot of underbelly... or some good ol' fashioned best squeezing and pump phrasing? If you answered both with a resounding "yes", we're at the same track and I cordially invite you to read on. If it's neither, carefully set this magazine down and waddle off to your nearest Big Kmart.

And what's up with the "So Cool To Be Square" subhead? Well, the 100-inch motor propelling the Rubbertail is an S&W "square" motor: four-inch bore with a four-inch stroke. The square motor is considered by many to be the perfect bore and stroke configuration for high revs and good torque, exhibiting the best all-around performance up the haul.



10th Anniversary of Easyriders Land Speed Record 10 Years Later, The Record Still Stands

It was easy, everybody'd be down at the fact is, 10 years after the American Bikers and Easyriders had taken the Land Speed Record from Kawasaki, our RECORD STILL STANDS!

On July 14, 1990, a band of salt-intoxicated loonies were whooping like maniacs, jumping up and down and pouring champagne on each other's heads, because on that date our road warrior, Dave Campos, had done what no other man had ever done—gone 522.190 miles per hour on a motorcycle. I was there, and it was the most exciting time of my life.

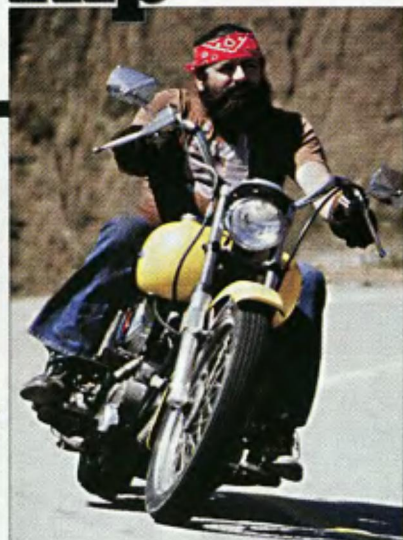
The bikers of America—10,000

individual sponsors, readers of *Easyriders* magazine, and seven corporate sponsors—were so moved by the call to bring the two-wheeled Land Speed Record record home that they shipped in to see the job done. Many others pitched in at the site to rebuild the liner after a devastating crash.

Thanks to the help of our faithful readers, the record has been back in the USA for an astounding 10 years. *Easyriders* salutes the determination and heart of all those who helped break the record and keep it right here on our home shores.

—Kit Maing

Rip



After a long and heroic fight with cancer, our good friend and moving editor died on February 18. Like everything Rip did in life, he was in control to the end. He didn't want a big funeral or even any services, just his immediate family—his wife, Patty, and daughters April, Stephanie, Becky, Laura, and Kristina—to spread his ashes over one of his favorite riding places. Rip didn't shut out his many brothers of the road though he knew the end was near. In typical Rip fashion, he threw a party! And here came from near and far to say goodbye.

Rip joined the company in 1979, and from the beginning he always had an opinion on just about everything, and he wasn't shy about telling anyone just how he felt about things. I think that's what most people liked about him—you knew he wasn't talking behind your back because he'd already said it to your face. Not in an ornery way, although he could be ornery, but in a matter-of-fact, this-is-the-way-it-is tone of voice. I remember one such occasion at the very first *Easyriders* Rodeo in Ventura, California. There was a girl who had had a little too much to drink. She was chasing her ol' man around, beating him with a beer bottle. Rip just picked her up by the hair and said, "Young lady, you're making a spectacle of yourself." And that was the end of it.

Thirteen years ago, when I decided it would be a good thing for the magazine to get one of the staff out

on the road full time, Rip was an obvious choice. First, I knew he was a leather-ass second, people respected him; and third, he could hold his mind. In all the time he was on the road, I never received even one complaint about him—only lots of good words.

Since 1986, "Rip's Run" was born, he had gone through three. The first "Rip's bike" was "Dart" with over 200,000 miles on the clock. She's still running along with "Sugar Pie" and "Baby." Rip clocked over 750,000 miles, he loved every minute of it. Even while he was going through chemotherapy, he was out riding. He would come just long enough to get his treatments, write a column, and then he was off again.

Rip also had mature-onset diabetes, as did several of his business associates and friends. He started "Rip's BAD Ride" (*Bikers Against Diabetes*) in 1996 and worked in his efforts by Willie G., Nancy, and Bill David. Since its start, the ride has grown each year, and I think that one of Rip's wishes was to see it continue.

Here at the magazine, Rip will be missed greatly. It is irreplaceable so we're not even going to try to fill his position. In sports vernacular, I'd guess you'd say we're retiring his number.

In life Rip stood for Respect, Integrity, Perseverance. In death, may he Ride In Peace.

—Joe Testa

To the Wings of Liberty

We hope you've enjoyed this look back at 30 years of ridin' easy. It is remarkable how the biker lifestyle has changed through the years. We were there from the time that choppers were cool, and guess what, they're still cool. *Easyriders* has and always will be your "biker's bible" of what's going on in the two-wheeled world.

Any romp down the oil-stained past of this magazine would be remiss without thanking all of you out there who have made the trek with us. Without your continued love and support this magazine might just have dried up and blown away. We also want to thank every single pervert who ever put pen to paper to create our fiction stories, true road tales, bike features and humor articles. Likewise, we tip our collective cap to all the photographers both past and present who captured the lifestyle we hold dear through the years on these pages.

The list of contributors and staff members that have passed through these hallowed halls through the last 30 years would fill an entire magazine this size. Needless to say, you all know who you are and we bless your mangy hides here publically. Special thanks to Regina Marsh, Michael Weinglass, Gil Luna, Ben Lamboeuf, Kai Raeke, David Mann,

Kim Peterson and Scott McCool for making sense of this 30 year retrospective and heart-felt gratitude to the entire Paisano staff for getting this mega tome off to the printers.

Let's also take a moment to remember those brilliant brothers and sisters from *Easyriders*' staff who have passed through the veil and are no doubt now riding up above: Frank Harding, Hal Robinson, Armond Bletcher, Ken Stambaugh, J.T. McGarry, Shirley Yarber, Rowan Johnson, Tom Kimzey, Pete Chiodo, John Watson, Denise Pierson, Cyclops, Smoky Stabile, Lou Kimzey and Ripperoo from San Berdoo. See you all down the road.

Last of all, special thanks to J.T. for keeping the ship afloat and knowing when to yell at us. This magazine is like a good sword which is stronger for being tempered in the fires of diversity. You could say, as the Vikings did, that which does not kill us makes us stronger. Hell, that's the biker's creed.

As we pop the cork on 30 years of ridin' easy, all of us here at *Easyriders* magazine want to thank you for riding along with us. We're honored to have you as road dogs. Raise your glass with me: Here's to the wings of liberty, may they never lose a feather. Here's to the wind and the road, may the ride never end.

—Dave Nichols



Three decades of easyridin'

To the Wings of Liberty

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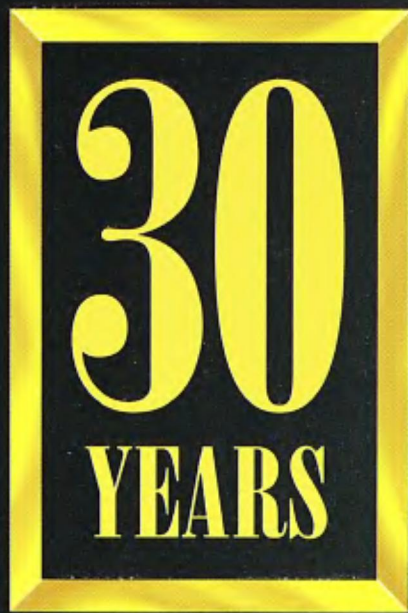
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Three decades of easyridin'.

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ReadersRides



Sean Oakey
Schenectady, New York
1999 Big Dog Pitbull

Generally speaking, the motorcycle world seems to be split into two camps: those who ride, and those who wrench. This seems to stem from the fact that those who ride rarely have the time to wrench, and vice versa.

And then you have a few who straddle the fence dividing those two camps. They wrench as much as they ride, but they usually do this out of necessity. Sean here does it because he loves it. "I've been taking bikes apart and rebuilding them ever since I was a kid," he says. He started out with Jap bikes and graduated to the American V-twin about four years ago. This Pitbull is his fourth attempt at taking a brand-new, stock bike and making it into something ... well, better than stock.

Sean, who does interiors for car dealerships for a living, says he bought the Pitbull back in '99 and rode it for at least a year or so before he started changing things. He cut back the fender, replaced the taillight section with LEDs, drew up a custom seat and had it made



Photos: Kim Peterson

by a friend at High End Products. Then Sean had the motor and the front end chromed, replaced the grips and mirrors with items from an Arlen Ness catalog and even took out the glass in the mirrors and had a friend tint it black. Pretty much the only thing he left untouched was the motor's interior. "That thing already has a hundred horses stock," he grins.

And then Sean resold the bike. "I do that with all my toys," he says. "And at the very least, I break even, which means I get free use out of them." He's already got his garage full with future projects. But with all the wrenching and riding he does, plus the fact that he's got a full-time job, how does he find time for anything else. Like eating and sleeping? Or a love life? —Tripper

ReadersRides

Richard Picolli Rutherford, New Jersey 1977 Hardtail Chopper

Now here's a businessman for you: Richard bought this '77 hardtail chopper "some years back" for six grand. Then he put in about 15 grand to "bring the bike up to the condition it is in now," and now he's getting offers as high as a whopping 45 grand, which, as he proudly states, "I have rejected."

So, what does that tell us about Richard? Quite possibly that he's got way too much dough and needs to send some of it to the Starving Editor's Fund, care of this rag right here.

What does it tell us about the bike? Quite possibly that it contains a lot of delectable items integrated in a very clever way to make you think you're looking at the original copy of a modern reproduction ... or something like that.

There are some original parts, including the paint, as Richard points out. "The bike still maintains its original paint from when it was first put together in 1977. Now that was a quality paint job!"

And check out the motor, which "is all original but has been brought up to date," according to Richard. "And, it doesn't leak!" More specifically, this means you've got original cases updated with an Andrews cam, Wiseco pistons, a Crane HI-4 ignition, JIMS lower end and lifters, and a myriad of other original aftermarket parts.

Moving right along, we have an original rigid frame with unknown rake and stretch, plus an original Headwinds headlight and Yaffe taillight. Be that as it may, the folks at Spencer Cycles in Belleville, New Jersey, have done an outstanding job injecting some originality into an otherwise stock and presumably dull bike. And with its upsweep drag pipes, modified XL gas tank, missing front fender, and custom springer of indeterminate length, you could think you've been transported back into a retro-neo-'70s version of the '90s with a touch of the new millennium tossed in ... or something like that.

—Tripper



Photos: owner, Steven Batchlore

James Brustman
Burlington, Wisconsin
1999 FXR Wildcat Pro Street

Jim says he's been riding Harleys all his life, repairing them for the last five years, and now he builds 'em. And this is his first effort, which grew out of his desire to do more than fix other people's problems.

"This bike contains the best parts money can buy," he assures us. A quick look at his spec sheet alleviates any worry we might have that he's lying. There's stuff from Performance Machine, like the Twister wheels and the brakes; there's more stuff from JayBrake, like the forward and hand controls, as well as the foot pegs; and there's a bunch of stuff

from Arlen Ness. The tranny's from Delkron, the gears from Andrews, the 2-inch stretched frame from Atlas, the Fat Katz gas tank from D&D, and the pistons are from Wiseco. There's a veritable Who's Who in the bike world buried in that thing, and some talented people helped Jim get this FXR to where it's totally unrecognizable as such. The motor, while left at a stock 80 inches, was ported and polished and will give ya a herd of ponies 93 strong. The frame was powdercoated by J.J.'s Powdercoating. Jeff Flieger in Franksville did the marvelous paint job, and Jim just put it all together.

Aside from the cutting the fenders a bit, replacing the stock taillight section with LED blinkers and light, moving the foot

controls up and out an inch, and putting the oil pressure light up into the Ness gauge mount, Jim admits that everything else was pretty much bolt-on.

He started building this bike for himself, about two years ago, "to kind of advertise my shop and show what we can do." It seems to have worked, because his shop, J&B Cycles, does about three ground-ups a year. And after putting some 7,000 miles on the FXR, he's ready to sell it so he can start two new projects from scratch. "Maybe something with one of those 114-incher Fatso motors," he says. "They put 130 horses on the rear wheel right off the bat!"

Who says size don't matter?

—Tripper



Photos: owner

ReadersRides



Ron Novak
Youngstown, Ohio
1990 Springer Softail

It's a bird, it's a plane.... You know Ron must get to hear those words every time he rides his Springer anywhere. But this "life-long biker" couldn't care less. What might be kryptonite to some, may be a thrill to others. So what if Superman has moved out of his phone booth and into a Ron's stretched gas tank? More fuel to burst out of his Clark Kent suit and attack all evil or save the world.

Meanwhile, Lois Lane's derriere and long legs on the dash give rise to, among other things, the idea that here we have a modern young woman, boldly standing on her own, toying with the *Daily Planet's* globe at her fingertips. Fraught with symbolism, this idealistic picture is shattered, however, when we realize that the copious red paint on the Springer represents Superman's cape. Suddenly, we come to the realization that not only is Lois Lane riding Superman's cape, but so are we...well, whoever pilots the Springer, at any rate.



Photos: owner

Am I reading too much into this? Well, perhaps. But let it be said that Ron is not necessarily a big fan of the caped man. "It was just an idea," he says, "something I saw on a Six Flags billboard and liked. I just hope they're not gonna sue me now."

Maybe less influenced by the modern media (or the subconscious) were some of the decisions Ron made regarding the rejuvenation of this sled, which he had bought brand-new and wrecked a few years down the road. When it came to rebuilding it, Ron had Nick Gonatis put on

the paint, while Guy's Graphics in Youngstown did the supernatural graphics. Quite in accordance with the theme, there's more than meets the eye: Keith Black pistons, a Baker 6-speed, Performance Machine wheels, Milwaukee Iron fenders...just to name a few items.

At a recent bike show, this Springer took off with the Best of Show trophy, which fittingly was, according to Ron, "an 8-foot-9-inch-tall trophy!"

Something only a Superman could carry back home.
—Tripper

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Havoc In The Desert

TESTING THE 2001 DAGGER

Were you aware that there are several bike manufacturers in and around the Phoenix, Arizona, area? Did you also know that in that same area there are approximately 35 strip clubs in a 14-mile radius? Coincidence? Could be. But then again, who are we to judge? As a red-blooded, American male, I feel as though it's my God-given-Constitutionally-protected right to visit and test drive as many, if not all, of these establishments as possible when I'm in the area. Hey, you can try and test drive a stripper...it may get ya killed but what the hell, it's my job.

This time I was forced to visit our friends at Pure Steel Motorcycles to test a few of their models, some of their bikes too, and then I dragged myself to a few of those "adult businesses" all in the context of "just doin' my job." The real difficult part of that particular aspect of the job is trying to remember what happened the day before. When in doubt, I've found it easier to say, "Hey, we missed the shot and I need the bike again," works like a charm.



So, after taking two days to test this bike, you'd think I'd remember it better, that's not to say the bike didn't leave an impression on me or that it's a forgettable experience, it's just...oh, never mind. I do remember racing the bike up and down a little quarter-mile stretch of road we turned into a drag strip, however. And, I also remember the bike being very fast and the neighbors being very angry. Oh well, that's what bein' a biker is all about ain't it?

For over seven years now, Oscar Coca and his crew at Pure Steel have been turning out custom bikes for a select group of customer. Mostly those who can throw down 40 grand or more for a bike. Now some may think that that's a bad thing, however, most of the naysayers are not in the bike building business. "Man, I tell ya, if these guys want to pay me that kind of money to build a bike, who am I to refuse?"—From Oscar's mouth to all those willing to spend that kind of dough. And when you think about it, why not. If there's a customer-base to support these types of bikes... someone's got to cater to it. According to Oscar, "I like catering to this market. I'm not forced to produce hundreds of bikes to make a profit and we're still having fun."

Although that may have been the sentiment when we last visited the shop, lately Oscar's business has taken a turn for the hectic. Pure Steel recently built a motorcycle to honor the 30th Anniversary of *Penthouse* magazine. "Sometimes I think I screwed



up, " Oscar begins, "I now have so many orders for that particular model, that's all I'm building lately." Let's all give a big "Ahhh" for Oscar...It's a shame having to do all that business.

Back to the task at hand. In looking at the tech sheet, you'll see the quality of the components Pure Steel utilizes to produce their one-of-a-kind machines. It's not just the parts, however, it's also the workmanship. A lot of time and energy goes into putting one of these bikes together. Whereas some of these companies have several hundred employees at their disposal, Pure Steel—at our last count—had less than 15. That's right, 15 people stand between you and your custom bike. Now I can sit here and tell you that this bike is the best thing since sliced bread, but would you believe me? Fact of the matter is this: In order to tell if this is the bike for you, you'll have to get on one and see how you feel. I can tell you this much: Pure Steel builds a quality product that rides well, and if you so desire, can be very fast. This was one of the first companies to install racing heads to the S&S motor and make that a stock feature on all their bikes.

Oscar and the whole crew at Pure Steel are proud of the fact that they produce a no-nonsense, quality piece of asphalt-burnin' machinery. True, you won't be able to plunk down the kind of money that gets you a rigid framed bike from other



companies and, true, these do cost several thousand dollars stock. However, you'll be assured that for the money you spend, you won't be pulling up next to another Pure Steel-produced bike and have it look exactly the same. For more information, or to find a dealer near you contact Pure Steel Custom Cycles at 4010 Grand Avenue, Suite #16, Phoenix, AZ 85019; (602) 841-2000; or check the Web site at www.pure-steel.com.

—Johnny Queef



Owner: Pure Steel Motorcycles
 City: Phoenix, Arizona
General
 Fabrication: Pure Steel
 Year and make: 2001 Pure Steel
 Model: Dagger
 Price: \$34,000
 Assembly: 3 weeks
Engine
 Year: 2001
 Model: V-twin
 Rebuilder: PSM
 Ignition: M/C Power Arc
 Displacement: 107 cubic inches
 Lower end: S&S
 Balancing: PSM
 Pistons: S&S
 Cases: S&S
 Heads: S&S/PSM
 Cam: 600 S&S
 Lifters: JIMS
 Carb: S&S Super G
 Air cleaner: S&S
 Pipes: ThunderHeader
 Mufflers: none
Transmission
 Year: 2001 5-speed
 Modifications: JIMS gears and cases
 Shifting: foot
Painting
 Painter: Brian Maz
 Color: Mercedes Silver with double flames
 Type: PPG
Frame
 Year: 2001
 Builder: Daytec
 Type: swingarm
Accessories
 Bars: Flanders
 Risers: PSM
 Handlebar controls: chromed
 Fenders: custom, West Coast Choppers
 Headlight: Headwinds
 Taillight: Joker
 Speedo: Custom Chrome
 Dash: Milwaukee Iron
 Front pegs: PSM
 Rear pegs: PSM
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 Mirrors: CCI
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Forks
 Type: 41mm
 Extension: 32 inches
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ADVERTISER'S INDEX

A.M.I.	36
ACTION PROMOTIONS	C3
AIMS FOG HOLLOW	8
ADA	122
ARLEN NESS	137
BROOKSIDE IMPORTS	23,34,193
BROS CLUB	45"
CAMEL BRANDS	65
CHAMPIONS CHOICE	18
CHROME SPECIALTIES	25
COPENHAGEN	43
CUSTOM DIRECT	71
CYCLE SUPPLY	117
DAYTEC	18
DAYTONA BEACH H-D	51
DENNIS KIRK	127
DRAG SPECIALTIES	C2,97
EXILE CYCLES	138
FRANKLIN MINT	17
H-D OF WEST VIRGINIA	91
H-D/PARTS & ACCESS	153
INDIAN MOTORCYCLE	77
J & P CYCLE	23,121
JIREH CYCLES	187
KURYAKYN USA HOLDINGS	67
LAKE SHORE H-D	37
MID USA CYCLE PARTS	97
MILWAUKEE IRON	153
MMI	44
PERFORMANCE MACHINE	7
PHILIP MORRIS U.S.A.	15
RICHARD M. LESTER	26
RUSS BROWN JR.	5
SAGINAW MOTORWORKS	34
SKOAL	C4
SUPERIOR PARTS	132
USA TWINS	155
VICTORY	130,131
ZYLSTRA H-D	87

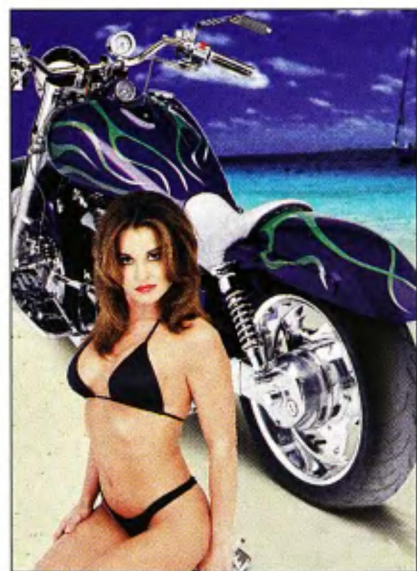
Coming At Ya

The July issue of *Easyriders* (#337) is a red, white and blue blast of fireworks! We'll feature the ultimate Bike Show blow out in Columbus, Ohio, as well as a New Orleans bash called the Steel Pony Express. We'll also see how Harley riders do it in the United Kingdom, take a two-wheeled Vision Quest in a True Road Tale, and meet motorcycle artist Dan Hughes.

We have seven great bike features including a wild Chica racer built for Chrome Specialties, a new chop job from Donnie Smith, the very latest from Eddie Trotta, a classic panhead, and Harley's new Wide Glide II.

We'll offer a Guide to Aftermarket Seats and a Mini-Guide to goodies to Dress Up your ride, plus a stash of succulent sweetsies!

On sale June 5th



The July issue of *BIKER* features the 22nd Annual Harley Rendezvous, the Blackburn Fest in Iowa, and the Easyriders Bike Show in Charlotte, North Carolina, and a couple pages on Daytona Bike Week.

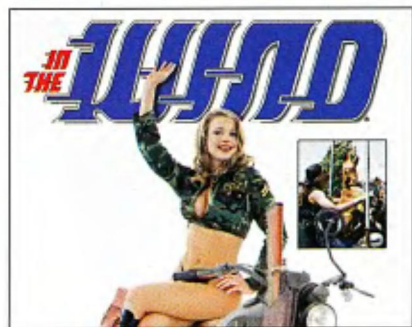
On sale May 15th



The all new *V-Twin* is here and issue #2 is one white-knuckle ride to glory! We'll offer up great Biketoberfest coverage, tell you how to get pretty girls to pose on your bike, bring you the wild custom world of master builder Russ Tom, and ride to Marcus Dairy for a mess of two-wheeled fun! There's also 10 (count 'em 10!) great bike features offering custom bikes from mild to wild, and an up close guide to the best rubbers (we're talkin' tires, man!).

All this and more is comin' your way in *V-Twin* #2. It's a Collector's Special of epic proportions. And don't forget, you'll find some mighty hot honeys too wrapped in provocative clothing (your mom may blush but she won't throw this rag out like she does *Easyriders*).

On sale May 15th



June's *In The Wind* (#105) celebrates the freedom of riding, slinky Barely Bathing Suits, and scooter patriotism. Our foxy model, Sydney Moon, gets a history lesson on the WWII H-D XA.

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